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Railfanning "THE SILVERTON"

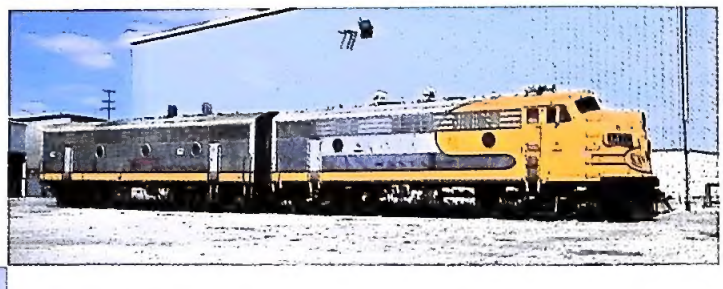
06

KODACHROME KEITH ARDINGER

NAPA VALLEY FPA4 6760 and Doyle McCormack's F45 743 compare noses at SP's Brooklyn roundhouse in Portland, Ore., on February 24, 1988. VIA 6760, 6775, 6790 and 6787 had paused there en route to the Napa Valley Railroad in northern California. See page 28 for details.

Railnews

KODACHROME ELROND G. LAWRENCE



SANTA FE F7A 347C and F3B 347B, owned by the California State Railroad Museum, were at AT&SF's San Bernardino Shops on March 2, 1988, to be painted in the red warbonnet. See page 28.

KODACHROME STEVE TURKENKOPF / JOE WOLLNER / JOHN CLEAYS (BILL MYERS WAS SHOOTING VIDEO)

CSX's CLINCHFIELD Fs made their last executive trip on March 7-8, 1988, from Cincinnati, Ohio, via Grafton, W.Va., and Washington, D.C., to Philadephia. The special is shown on March 8 at Harpers Ferry, W.Va. The four Fs have since been assigned to Atlanta-Detroit RoadRailer service. See page 28.

KODACHROME: BRUCE E. WILHIDE

MARYLAND MIDLAND has applied its colors to one of two former C&NW F7s, shown at Union Bridge on February 18, 1988. See page 30.

KODACHROME: ALLAN HUNT

FLORIDA WEST COAST is getting GP18s from Chrome Locomotive to operate its 45-mile ex-ACL line in northwest Florida. The 1353 and 1337 sport their ex-RI numbers and FWC dress at Silvis, Ill., on February 17, 1988. See page 28.

KODACHROME PETER ENYEART

MISSISSIPPI DELTA ex-IC 8068 heads south through Tutwiler, Miss., on former-IC trackage on February 8, 1988. See page 30.

KODACHROME TOM SMILEY

ALABAMA & FLORIDA ex-C&O GP9 6076 is seen on former-L&N trackage leaving Geneva, Fla., with pulpwood in mid-February 1988. Note the L&N-inspired herald. See page 30 for details.

KODACHROME DOUG KOONTZ

THE MID-ATLANTIC RAILROAD operates 75 miles of ex-ACL track in the eastern Carolinas. Ex-N&W GP18s 950 and 958 are shown near Conway, S.C., on February 23, 1988. See page 30.

BILL SCHAFER PHOTO

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From the Publisher's desk: The Chicago Railroad Fair

As soon as I heard about the giant railroad fair being held in 1948 along the Chicago lakefront, I knew I had to see it. I called John Krause to see if he wanted to go, and the reply was affirmative. We decided that the Erie Railroad gave us the longest run for our money as well as the longest ride—and it was also cheaper than either the New York Central or Pennsylvania. The fact that the Erie's coaches at that time were the old hard-backed kind without reclining seats didn't strike us as any great hardship.

I also got room reservations at Chicago's old YMCA Hotel, which ran about $5 per night. I was a college student at the time and John was working for his father's electric company, and neither of us were particularly flush. Coach travel suited our pocketbooks as did the Y.

The Chicago Railroad Fair was great (enough so that it was extended for a second year). Most major passenger-carrying roads were represented. The Santa Fe had built an Indian village, the Illinois Central had erected a New Orleans French Quarter replica, and the C&EI a Florida exhibit. The Eastern Railroads had joined together to sponsor their own exhibit. The railroads were touting Vacationland in streamlined luxury. The Deadwood Central was an operating three-foot gauge railroad using Colorado & Southern No.9 in gaudy paint; I'd seen this handsome 2-6-0 at the 1939 New York World's Fair in more traditional paint. While there were many places to eat, the finest was the Rock Island's new dining car.

The display of equipment was excellent. The high spot was undoubtedly the big Chesapeake & Ohio steam turbine 501, situated between two other pieces of equipment making photography impossible in an era long before 28mm lenses. What an unexpected surprise it was when high hood Alco switcher IC 9010 lumbered into the yard area, coupled onto the 501 and rolled it out into the open, giving me the perfect angle for my 127mm Ektar-equipped Medalist. A few minutes later the 501 was back in its same slot. I never did find out why it had been moved. I didn't really care.

The Pennsy had GG1 4912 on display next to the General Motors *Train of Tomorrow* (in November I got the GM train on West Shore tracks in Teaneck, N.J., after a run on the NYO&W). Other power included the B&O 5304 *Cincinnatian*, Milwaukee's "Old Maude" and things like the UP 22 4-4-0. Resurrected from "Railroads on Parade" at the 1939 New York World's Fair was Edward Hungerford and Kurt Weill's superb "Wheels a-Rolling" stage play in which real locomotives were star performers with Lake Michigan as a backdrop.

Krause and I varied our activities with side trips to Milwaukee on the North Shore where we caught three of the four streamlined Class A 4-4-2s and new Erie-built FM A units. There were other trips to Englewood on the Rock Island and a run to Dolton on the Chicago & Western Indiana.

After a week it was time to head home, but Johnny stayed behind, victim of a flu bug and high fever. The Erie got me back to Jersey City right on the advertised, and John got home some days later. He still complains because I left him alone in Chicago while he was deathly ill. I still haven't printed all the negatives yet, either.

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Cover

It's a sunny morning on Friday, May 29, 1987, as K36 Mikado 480 rambles northward out of Durango on the "First Silverton Train," and a pond a mile or so south of Hermosa reflects its image. Photos like this are easy to get from Highway 550, seen here in the background. And with a summer schedule of four trains each way a day between Durango and Silverton, there's plenty of action. See how to "Railfan the Durango & Silverton" in the articles beginning on pages 32 and 42. Kodachrome by Jim Boyd.

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Fanmail

Willamette Valley history

I would like to correct a minor inaccuracy in the news item on the Willamette Valley Railroad on page 26 of April R&R. It states that International Paper already owned the LP&N when the W&GR was merged into it. This is incorrect.

The LP&N was formed in 1922 by Long Bell Lumber. The W&GR was merged into the LP&N on December 31, 1954. The corporate records are hazy as to the reason for the merger, but it was probably because the LP&N had ceased line haul operations into Ryderwood the year before and had left only switching operations in Longview, Washington (named for R.A. Long, founder of Long Bell Lumber), thus leaving uncertain the status of LP&N as a common carrier.

International Paper did not buy Long Bell Lumber (and consequently the LP&N) until 1956, more than a year after the LPN/WGR merger. I hope this clarifies that point.

THOMAS KOPRIVA
President,
Longview, Portland & Northern
Memphis, Tenn.

Nick Lera on Blue Ridge

I returned from a prolonged absence overseas to find my subscription copy of R&R containing your review of our "Return to Blue Ridge" videotape. I must say I was both astonished and flattered at the reception you gave our efforts, and my wife Peggy (who was essential No.2 on the team) and I are very grateful.

Incidentally, if we are to get our "British-isms" right, the jargon is "on shed" not "in shed!" I must say it was quite a balancing act writing a script for both sides of the Atlantic at once; considering you call sleepers crossties, 1-in-50 gradients 2% grades, guards vans cabooses, the "right-away" a highball (isn't that some kind of a cocktail?), an engine "on shed" is a the "deeepoe," a bridge is a trestle, a turning triangle is a wye etc, etc. It's a wonder I didn't end up completely schizoid at the end of it all. I decided eventually to alternate the jargon—each time I had a choice I would use the Brit and the U.S. forms alternately.

As regards the actual shoot, the Virginia countryside was sheer delight—great beauty but a real challenge to use effectively as a railway (sorry, railroad) backdrop. We spent three days scouting in mid-April, and that in itself was a pleasure, discovering unspoilt small towns off the beaten track (one of which had an old tram—sorry, trolley car—in use as a diner) and enjoying the welcome of the country folk, several of whom gave us ready access to private property for our camera positions. (We could well see how O. Winston Link got hooked on the scene in the '50s.)

I was very interested to read of your visit to the U.K. How did you get on with all our strange terminology? Your photographic exploits certainly rang true—the light does differ enormously in different countries, and it certainly is the best thing to use familiar cameras. The two I use are both over 20 years old!

A good example of different conditions is the contrast between Britain and Australia, where I have just spent five weeks. On bright sunny days at home, I often need a graduated neutral density filter to bring the sky down a bit, as it is usually too bright and burns out if the landscape is to be correctly exposed. Not so down-under; landscapes there are a photographers' delight with sky and subject generally balancing perfectly. I only used the grad once, for a sunset. I should add that this was general BBC work, not railway filming.

Again, many thanks.

NICK LERA
Great Ponton, Lincolnshire
England

Foster Yeoman

It was good to see the British articles in the March R&R and hear that your stereotyped image of BR has been dented. I had a similar pleasant discovery when I just explored North American railroads in the late '70s. The articles were commendably strong on fact, but there are a couple of points which need clarifying.

The availability figures quoted for classes 56 and 59, whilst correct, are taken out of context and are misleading. The 95% for the 59 was Foster Yeoman's required availability to dispatch trains on schedule, and in the first year the actual figure was 99.7% without, as you point out, a single road failure. More significant is the figure of 14,700 miles

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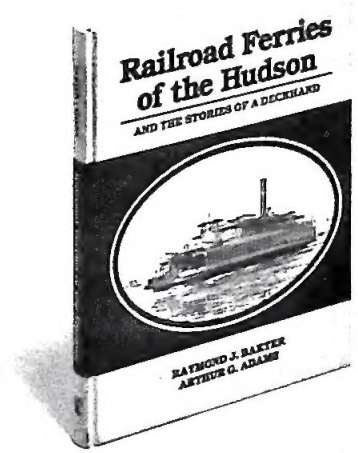

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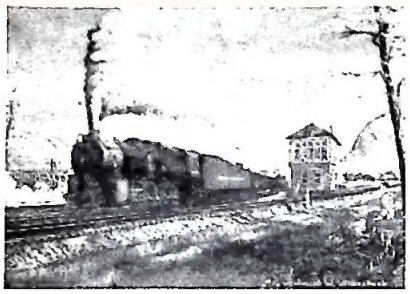

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per casualty for the class during this period (BR defines a "casualty" as anything from total engine failure to a minor defect which delays a train more than ten minutes). In this respect the 59 is on a par with the 58 and does not match leaders like the 37 or HST power car despite average daily mileage of 320 for a 59 compared to over 800 for an HST. However, the 59 has now risen to 25,000 miles/casualty with a target of twice that.

The 60% figure for the 56 is BR's availability which assumes 100% to be in service 24 hours a day, seven days a week. Scheduled exams and maintenance count as down time against availability. The 60% figure refers to the early career of these units when a number of builder's quality problems were being rectified. I do not have the current 56 figure, but the mechanically similar 58s now regularly attain 80% or more. By this formula the 59 would average around 78%, due partly to the amount of maintenance they receive. BR terms the 59 "outstandingly average," and it is by no means a foregone conclusion that GEC/EMD will get the class 60 contract, even on technical merit. Incidentally, the weight given for the 59 is in British tons (2240 lbs.); in U.S. terms they are a shade under 139 tons.

Turning to Bristol Temple Meads, the station was indeed opened in 1841 as a stub end terminal, featuring a superb hammer beam roof trainshed, to the left of the tower on page 66. This closed in 1966, although the building survives as a car park. The present curving, arched trainshed and Tudor Parade date from a major expansion between 1865 and 1876, the 1935 works mainly concerned additional platforms outside the trainshed.

Britain is a great place for the railfan as BR enjoys its greatest new investment for years producing new trains like the 140-m.p.h. push-pull "Electra" whilst there are some 300 main line steam excursions each year, to say nothing of countless preserved lines. We speak the same language (almost!) and yes, most diesels do sound like Alcos. Come and see for yourselves and discover there's more to life than SD40s and Amcans!

MIKE WALKER
Marlow, Bucks.
England

Slide films in England

I have been a subscriber to R&R since seeing it on sale in the unlikely location of British Columbia's Okanagan Valley in August 1978. It was on that visit to North America that I was persuaded to standardize on Kodachrome 64.

Since then I have averaged 50 rolls per year and have no reason to regret taking the decision. I have always agreed with your general philosophy of sticking to familiar gear. My Canon AE1 body and my four lenses have been with me for many years now, and, I like to think, I know exactly how each lens behaves in all lighting situations with Kodachrome 64.

I have always defended KR64 in arguments with other railfans, for in the United Kingdom its use is in the minority amongst railfans. Many prefer a faster and cheaper film. I was looking forward to KR200 for, as you so rightly say, "if ever there was a country that needed it . . ." It is now available over here, but I can't see myself ever trying it. Indeed, I am currently experimenting with other films because I am beginning to count the cost of Kodak's over-pricing policy.

Film prices vary considerably from High Street store to mail order specialists; if you buy a 36 exposure KR64 from a local store it will cost £7.49. The following are the best prices currently obtainable for 36 exposure process-paid colour slide film (sometimes it is necessary to buy a minimum of ten): Kodachrome 25 £6.61, Kodachrome 64 £5.60, Kodachrome 200 £8.25, Fujichrome 100 £4.95, Agfa CT100 £4.30 and Agfa CT200 £4.30.

The speed of return does not bother me unduly, but the three Agfa films I have shot were all back four days later; Kodak usually take nine to eleven days. At what market is Kodak aiming?

MICHAEL DEAN
Kettering, Northamptonshire
England

Bus turntables

Regarding Publisher Carstens' column in the March 1988 issue, I know of another bus turntable which is in use. It is at Shibuya Station in Tokyo and is operated by the Tokyu Bus Company, a private company serving several districts of Tokyo. (The parent Tokyu Corporation is involved also in commuter railways, department stores, construction and hotels, including the Pan-Pacific Hotel in Vancouver.) Given the crowded conditions in Tokyo, where turntables for automobiles are a common feature of parking garages, I would not be surprised to hear of more bus turntables here.

DAVID J. McLELLAN
Tokyo, Japan

Railfanning is:

Pacing alongside a diesel at speed and watching the journal boxes riding up and down in the truck pedestal jaws and the locomotive "floating" on the bolster springs.

Timetable

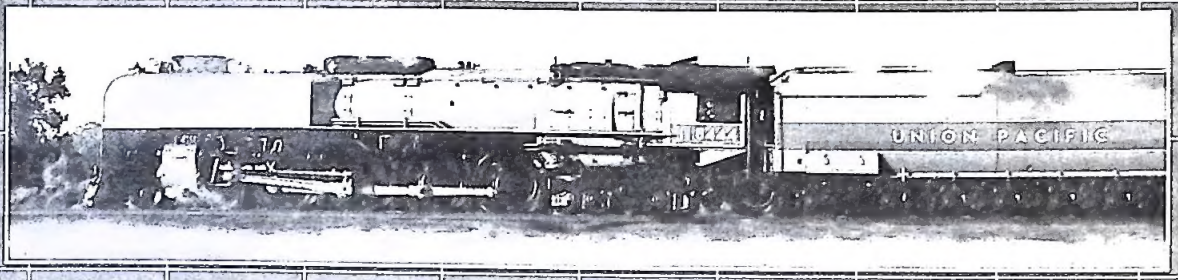
Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN, 1988 Excursion Season. The following listings indicate: **Date**, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4 and "diesels" are available NS diesels.

May 7, 1218 Greensboro, N.C., to Spartanburg, S.C., and return (GCN); **May 7**, diesels Knoxville to Chattanooga and return (OS); **May 8**, 1218 Greensboro, N.C., to Roanoke, Va., and return with diesels (GCN); **May 14**, diesels Alexandria to Lynchburg, Va., and return with 1218 (WACN); **May 14**, diesels Bristol to Roanoke, Va., and return (WTC); **May 15**, 1218 Alexandria to Front Royal, Va., and return (WACN);

UNION PACIFIC 8444-1987



In September of 1987, the Union Pacific unveiled their freshly repainted 8444. The all black paint job was replaced by a traditional two tone gray which the locomotive had once been painted.

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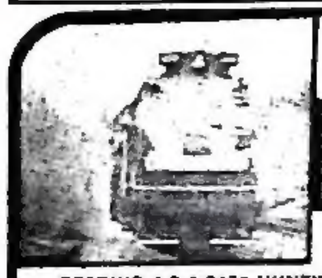

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May 15, diesels Johnson City, Tenn., to Asheville, N.C., and return (WTC); **May 21, 1218**/diesels Alexandria to Front Royal, Va., and return (WACN); **May 22, 1218** Alexandria to Charlottesville, Va., and return with diesels (WACN); **May 28**, Richmond to Roanoke, Va., diesels to Crewe, 1218 one way Crewe to Roanoke and return with diesels (ODC); **May 29**, diesels Richmond to Keysville or Appomattox, Va., and return (ODC).

June 4-5, diesels Charlotte, N.C., to Charleston, S.C., stay overnight and return next day (DP); **June 9**, 1218 Roanoke to Bluefield one way (RCN); **June 10**, 1218 Bluefield to Portsmouth, Oh., one way (RCN); **June 11**, 1218 Portsmouth to Fort Wayne, Ind., one way (RCN); **June 12**, 1218 Fort Wayne to Chicago, Ill., one way (RCN); **June 11**, diesels Winston-Salem to Wilkesboro, N.C., and return (SBM); **June 12**, diesels Winston Salem to Roanoke and return (SBM); **June 18**, diesels Raleigh to Spencer, N.C., and return (ECN); **June 19**, diesels Raleigh to Winston-Salem, N.C., and return (ECN); **June 18**, 1218 Chicago to Fort Wayne, Ind., and return (CNRH); **June 19**, 1218 Chicago to Forest, Ill., and return (CNRH).

July 9-10, Detroit, Mich., to Fort Wayne, Ind., and return each day (BWC); **July 16-17, 1218**/diesels Detroit, Mich., to Cincinnati, Oh., via Fort Wayne, Ind., overnight in Cincinnati and return next day (BWC); **July 23-24**, 1218 Buffalo, N.Y., to St. Thomas, Ontario, and return (destination tentative)(BCN).

August 6, 1218 Conneaut, Oh., to Buffalo, N.Y., and return (LSR); **August 6**, 1218 Conneaut to Bellevue, Oh., and return with diesels (LSR); **August 13-14**, 1218/diesels Cleveland to Columbus, Oh., and return each day for the Ohio State Fair (MRC); **August 20**, 1218 Toledo to Columbus, Oh., and return for the Ohio State Fair (MRC); **August 27**, 1218 Portsmouth, Oh., to Iaeger, W.Va., and return (CPHC); **August 28**, 1218 Portsmouth, Oh., to Kenova, W.Va., and return (CPHC).

September 17-18, 1218 Columbus to Portsmouth, Oh., and return each day (BCC); **September 24**, diesels Johnson City, Tenn., to Natural Tunnel, Va., and return (WTC); **September 24-25**, 1218 Lexington, Ky., to Chattanooga, overnight and return next day behind 611 (BGM).

October 1, 611 Cincinnati to Muncie, Oh., and return (CCN); **October 1**, diesels Roanoke to Abingdon, Va., and return (RCN); **October 2**, diesels Roanoke to Winston-Salem, N.C., and return (RCN); **October 2**, 611 Cincinnati to Danville, Ky., and return (CCN); **October 8-9**, 1218 Birmingham, Ala., to an unknown destination and return (HOD); October 8-9, diesels Hagerstown, Md., to Luray, Va., and return (WC); **October 15-16**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 15**, diesels Norfolk to Emporia, Va., and return (TWC); **October 16**, diesels Norfolk, Va., to Edonton, N.C., and return (TWC); **October 19-20**, diesels Spencer to Raleigh, N.C., and return each day to the State Fair (TWC); **October 22-23**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 22**, diesels Asheville, N.C., to Bulls Gap, Tenn., and return (ASHV); **October 23**, diesels Asheville to Pisgah Forest, N.C., and return (ASHV); **October 29**, diesels Charlotte to Asheville, N.C., and return (PCCN); **October 29**, 611 Atlanta to Toccoa, Ga., and return (ACN); **October 30**, 611 Atlanta to Chattanooga and return (ACN); **October 30**, diesels Charlotte, N.C., to an unannounced destination (PCCN).

November 4, 611 one way Greenville, S.C., to Chattanooga (GVN); **November 5**, 611 Chattanooga to Attalla, Ala., and return (TVRM); **November 6**, 611/diesels Chattanooga to Greenville, S.C. (GVN); **November 5**, diesels Atlanta to Toccoa, Ga., and return (ACN); **November 6**, diesels Atlanta to Chattanooga and return (ACN); **November 12-13**, 611 Jacksonville, Fla., to Valdosta, Ga., and return each day (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave, Asheville, NC 28804; (BCN) Niagara Frontier Chapter NRHS, No.4 Alabama Place, Lockport, NY 14094; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CCN) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (ECN) East Carolina Chapter NRHS, P.O. Box 83, New Hill, NC 27562; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (LSR) Lake Shore Railway Historical Society, P.O. Box 571, North East, PA 16428; (MRC) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (NCTH) North Carolina Transportation History Corp., P.O. Box 44, Spencer, NC 28159; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (OS) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 11753, Charlotte, NC 28220, (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WACN) Washington Area Chapters NRHS/ Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

KRM's L&N 4-6-2 152 1988 excursion season. The following listings indicate date, route, price if available, and (sponsoring organization). See listings at end for address of the sponsoring organizations and contact them for tickets and specific information.

May 4. "Kentucky Derby Express" from Louisville, Ky., to the Great Steamboat Race at the Kentucky Derby Festival. Tickets $15 (KRM).

May 13. Ferry move to Cincinnati over the L&N "Short Line." Limited seating available, fare $49. Depart Cincinnati 7am (CCH).

May 14-15. Excursions from Cincinnati, Ohio, to Winchester, Ky., and return each day. Depart Cincinnati 9am. Tickets $59 and up (CCH).

May 16. Ferry move from Cincinnati, Ohio, to Paris, Ky., over the L&N.

May 21. Private Charter.

May 22. Excursion from Paris to Maysville, Ky., and return over the TTI. Departs Paris 9am. Tickets $25 (BTT).

May 28. The "Paris Local" photographers special from Paris to Maysville, Ky., one way with special consist. Limited to 60 people. Photographers fare $175, non-photographer $75 (GSV).

May 29-30. Excursions on TTI Maysville to Paris, Ky., and return. Departs Maysville 9am. Roundtrip tickets $25 (BTT).

May 31. Ferry move from Maysville to Louisville, Ky., over L&N.

June 11. 10-mile public excursions from Irvington to Stephensport, Ky., for Irvington's Centennial Celebrations. Tickets: Louisville to Irvington $35, Irvington to Stephensport $10 (KRM).

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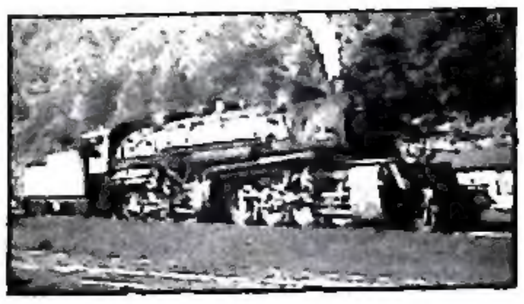

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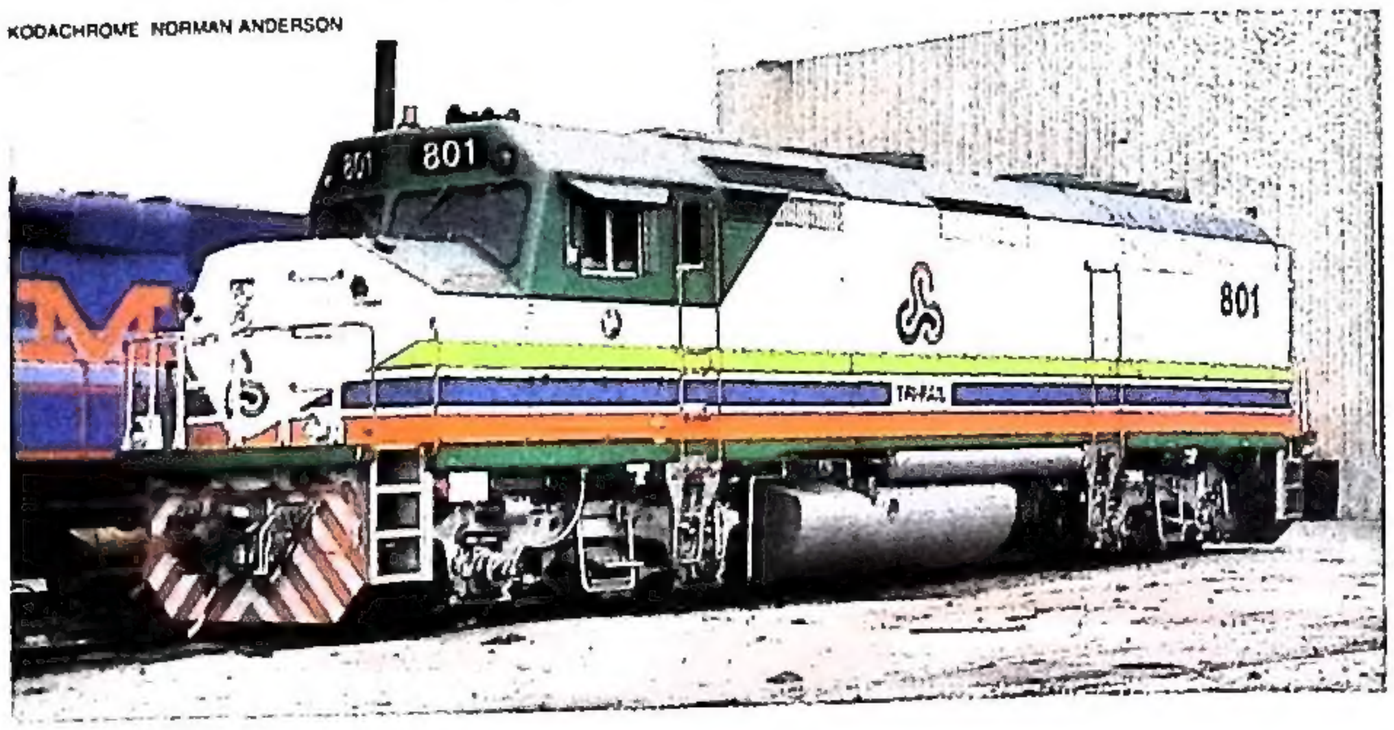

THE FIRST "F40PHL" for South Florida's Tri-Rail commuter service on CSX (SAL) from West Palm Beach to Miami was undergoing final testing at Morrison-Knudsen's shop in Boise, Idaho, on March 4, 1988. Tri-Rail 801 was built from Conrail GP40 3230 using the cab from BN F45 6630 and the carbody from F45 6637. A total of five F40PHLs will be built. They have 16-cylinder 645E3 diesels rated at 3200 h.p. for traction with mechanically-driven HEP units. ⊂

The sponsoring organizations are: (KRM) Kentucky Railway Museum, P.O. Box 22764, Louisville, KY 40222-0764; (CCH) Cincinnati Chapter NRHS, P.O. Box 6, Hamilton, OH 45012; (BTT) Buffalo Trace Tourism Commission, 327 West 2nd Street, Maysville, KY 41056; (GSV) Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103.

STRASBURG, PENNSYLVANIA, May through October 9. Authentic "mixed" train on the Strasburg Railroad. Train departs Strasburg Fridays at 9am and travels 9 miles to interchange real freight with Conrail. Capacity limited. Adults $4.75, kids $2.50. Contact: Strasburg Railroad, P.O. Box 96, Strasburg, PA 17579; 717/687-7522.

READING, PENNSYLVANIA, The Blue Mountain & Reading 1988 off-line excursions on Conrail are planned for the following dates. All trains originate from BM&R Temple, Pa., depot on the north side of Reading. Locomotives are: 2102, Reading 4-8-4; 425, BM&R ex-GM&N 4-6-2; diesels, Reading C630 5308 and GP30 5513.

May 8, 2102 to Jim Thorpe, Pa., and return.
May 21, 2102 to Gettysburg, Pa., and return.
July 9, Philadelphia Zoo with the 2102.
October 9, Tamaqua with diesels.
October 16, 2102 to Jim Thorpe and return.
December 3, 425 to Philadelphia Galleria and return.

For full details see ad on page 13, or contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

SKAGWAY, ALASKA, May 12. White Pass & Yukon begins passenger operations between Skagway and White Pass Station, Alaska, through September 27. Two trains daily and four trains on Tuesday, Wednesday and Thursday during cruise ship season. All trains depart Skagway behind WP&Y 2-8-2 No.73 and then get diesel power two miles inland at yard for the run up the pass. For reservations call 800/343-7373.

BURLINGTON, VERMONT, May 14-15. Vermont Railway Excursion from Rutland, Burlington and North Bennington, Vt., to Whitehall, N.Y. For price and details contact: Massachusetts Bay RRE, P.O. Box 136, Ward Hill, MA 01830.

SEATTLE, WASHINGTON, May 15 and July 10. Four-hour trackless trolley excursions covering most of Metro's overhead trolley network in Seattle. Lunch and photo stops will be made. Departs 11am. Adult fare $4, kids and seniors $3. Contact: Metro Employees Historic Vehicle Association, c/o Metro, 821 2nd Ave, Seattle, WA 98104.

CASS, WEST VIRGINIA, May 20-22. "Railfan Weekend Spectacular" on the Cass Scenic Railroad featuring Shays in action on the mountain. Varied consists and numerous runbys plus night photo session for video and still cameras. Weekend ticket $45. For tickets and reservations or information contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927, or call days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

NORTH VANCOUVER, BRITISH COLUMBIA, May 21-22. Steam doubleheader with CNR 4-8-2 6060 and Royal Hudson 2860 between North Vancouver and Squamish. 2860 will lead on Saturday and 6060 will lead on Sunday. The 5½-hour trip departs North Vancouver at 10:30am. 2860 operates daily except Monday and Tuesday through July, daily during August and daily except Monday and Tuesday through September 25. Regular runs depart North Vancouver at 10:30am. Contact: Ron Treend, Royal Hudson Steam Train Society, 744 West Hastings Street, Vancouver, BC V6C 1A5; 604/689-9222.

WASHINGTON, D.C., May 21. Circle trip from Alexandria to Front Royal, Va., and return sponsored by both the Washington and Potomac Chapter NRHS and the Chesapeake Division RRE using steam and diesel power. N&W 2-6-6-4 1218 from Alexandria to Front Royal, continue with NS diesels to

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old Shedandoah Jct., and return via the B&O with CSX diesels through Harpers Ferry and Anacosta freight bypass to Alexandria. Fares not finalized. Contact: Steam Train, P.O. Box 456, Laurel, MD 20707.

CLINTON, MICHIGAN, May 27-30. Fourth Annual National Motor Car Convention on the 13.5-mile (ex-NYC trackage) Southern Michigan Railroad. Events will included day and night runs, contests, movie night, banquet and more. Contact (SASE please): Southern Michigan Railroad, P.O. Box 434, Clinton, MI 49236, 517/456 7677

BANGOR, MAINE, May 28-29. Overnight excursion on Bangor & Aroostook Railroad from Bangor to Ft. Kent, Madawaska and Van Buren using first generation diesel and three ex-DL&W coaches. $170 includes trip, lodging, two box lunches and breakfast. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106

CARSON CITY, NEVADA, May 28-30. Virginia & Truckee 4-6-0 25 will pull trains around the 1-mile loop at the at the Nevada State Railroad Museum in Carson City. 1875 V&T 4-4-0 No.22, *Inyo*, will also be under steam. Museum operates on weekends May through October using an Edwards gas-motorcar No.25 operates on selected weekends and No 22 on special occasions only. Adult fares $2.50, kids under 12 $1. Contact: Nevada State Railroad Museum, Capitol Complex, Carson City, NV 89710, 702/885-4810 weekdays, 885-5168 on weekends

MIDDLETOWN, PENNSYLVANIA, June 4. "Super Steam Saturday" will include the maiden voyage of newly restored CNR 2-6-0 91 from Middletown to Hummelstown, Pa., and return. A full day of festivities are planned at Middletown. Contact: Friends for Steam, Box 16, Middletown, PA 17057; 717/944-0619.

FISH CAMP, CALIFORNIA, June 4 and 5. "West Side Reunion '88 Railfan Weekend" featuring ex-West Side Lumber Shays 10 and 15 operating singly and doubleheaded in the Sierra National Forest with work cars and "logger" coaches. Weekend pass can only be purchased in advance and includes unlimited rides. $50 adult, $30 per child 3-12. Contact (LSASE please): West Side Reunion, 2112 Ash Ave, Merced, CA 95340; 209/383-1344.

ROANOKE, VIRGINIA, June 7-15. Great Railfan Tour including first class accomodations behind N&W 2-6-6-4 1218 from Roanoke to Chicago fully escorted. Tour also includes Cass Scenic Railroad, IRM, CSS&SB and more. Prices start at $1199. Contact: Rail Travel Center, #2 Federal Street, Suite 300A, St. Albans, VT 05478; 802/527-1788

SOUTH CARVER, MASSACHUSETTS, June 18 and 19. Edaville Railroad's 19th Annual Railfan Weekend & Collectors Flea Market at the Edaville narrow gauge railroad on Route 58. 10am-5:30pm, Adults $8.50, kids $3.50, under 3 free. Contact: John Bryden, Edaville, P.O. Box 7, South Carver, MA 02366; 617/866-4526.

ROCKY MOUNTAIN RAILROAD CLUB, June 18-July 2. "50 Years of Railroading" Golden Anniversary with an extensive series of excursions, highlighted by a run from Denver to Laramie on the UP using diesel (Denver to Speer) and UP 4-6-6-4 3985 on June 18. Capacity extremely limited and ticket price not yet available. Other trips include Georgetown Loop 6/19; Manitou & Pikes Peak 6/20, Cadillac & Lake City 6/21, Cumbres & Toltec Scenic 6/23, Chama/Durango field trip 6/24, Durango & Silverton 6/25 and a San Juan Sojourn field trip 6/26-7/2. For information brochure contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/572-7868.

TEMPLE, PENNSYLVANIA, June 24-26. Blue Mountain & Reading Railfan Weekend III including hourly trains on 13 miles of 50-mph trackage with with special trains and consists. Steam power: RDG 4-8-4 2102, BM&R 4-6-2 425. Diesel power: PRR E8s, Reading C630 5308 and GP30 5513 and Budd cars. Activities include Jim Boyd night photo session, banquet, cab rides, night trains, steam doubleheader and more. Contact: 425 Consessions, c/o BM&R, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

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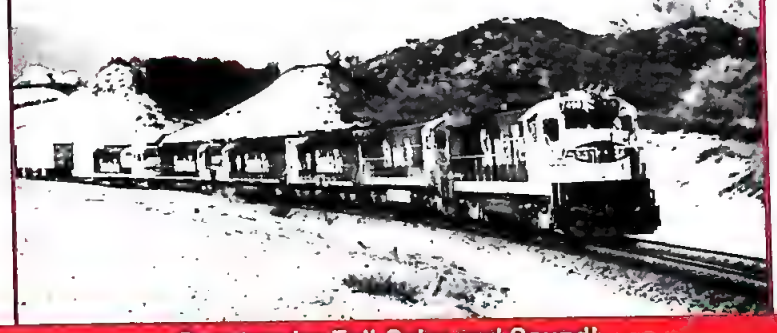

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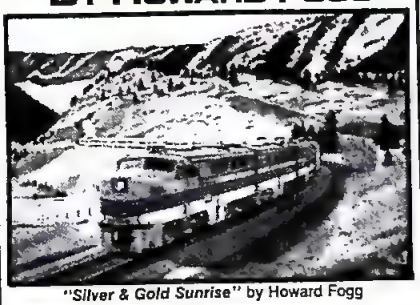

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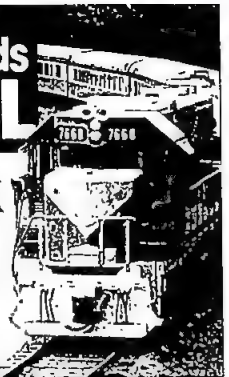

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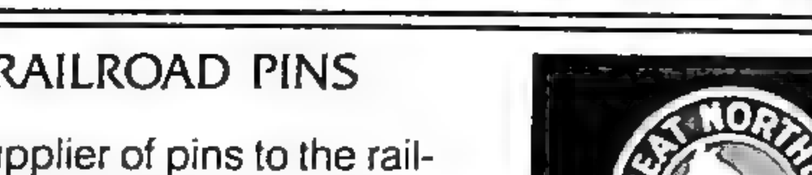

SOUTH ELGIN, ILLINOIS, June 25. Electric Railroad Fair '88 at the Fox River Trolley Museum. Trolley rides, railroadiana and craft show, live entertainment and more. Free admission, trolley rides $2. Contact: Fox River Trolley Museum, c/o Larry Goldman, 319 West Dunning Ave, 3A, West Dundee, IL 60118; 312/428-5902.

SNOQUALMIE, WASHINGTON, June 25. "Parade on Rails" at the Puget Sound & Snoqualmie Valley Railroad features a special showing of their collection of over 130 pieces of equipment. Former U.S. Plywood 110-ton 2-6-6-2 Mallet 11 will be operating this day and will power most PS&SVRR trains in 1988. Trains run weekends April through October. Contact: Puget Sound Railway Historical Association, P.O. Box 459, Snoqualmie, WA 98065; 206/746-4025 weekdays, 888-3030 weekends.

SPENCER, NORTH CAROLINA, June 25. First Annual Railfan Day at the Historic Spencer Shops. On site steam and diesel powered trains, night photo session, hand car and live steam demonstrations. Equipment usually stored will be on display. Capacity limited, reservations required. No admission, but donations are accepted. Contact: Historic Spencer Shops, P.O. Box 165, Spencer, NC 28159, 704/636-2889.

CHICAGO, ILLINOIS, June 25-July 4. Luxury Rail Cruise to Eastern Canada with special consist including a Vista Dome, diner, Pullman sleepers and the platform observation car *Caritas*. Complete itinerary available. Trip limited to 70 people. $2950 fare includes all meals aboard train, open bar and sleeping accommodations. Contact: Yankee Clipper Rail Tours, Box 634, Revere Station, Boston, MA 02151.

CHICAGO, ILLINOIS, June 26. Excursion to La Porte County Historical Steam Society in Hesston, Indiana, using scheduled South Shore trains and chartered bus. Fare $30, kids under 12 $22.50. Contact (SASE please): The Railroad Club of Chicago, 2727 West Lyndale, Chicago, IL 60647; 312/235-5083.

NRHS 1988 CONVENTION, July 23-31. Tri-State Chapter NRHS will host the 1988 NRHS Convention in Somerset, N.J. Many trips are planned with steam, diesel and PCCs plus Hudson River cruises. Pre-registration fee of $10 guarantees reservation for any events requested. Plenty of hotel space. Contact: Tri-State Chapter NRHS, P.O. Box 1217, Mornstown, NJ 07960; 201/488-5429.

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EUROPE RAIL 1988, Tours for people who love trains. Contact: Tripp Associates, Ltd., 99 Pleasant Street, Northampton, MA 01060; 800/342-4055, in Mass. 800/332-0720.

Britain, June, September 1988. London, York, Edinburgh, Inverness, Isle of Skye, Isle of Man and Wales. Visit seven steam railways; $2485.

Alpine Europe, May, June 1988. Salzburg, Vienna, Hungary, St. Moritz, Zermatt, Interlaken-Glacier Express, Bernina Express, Engadine Express, Jungfrau. Steam in Hungary and Austria; $2585.

Norway, May 1988. Bergen Hammerfest, Tromso, Narvik, Bodo, Trondheim, Balestrand, Oslo-Fjord cruise, Flam Railway; $2885.

Scandinavia, July 1988. Bergen, Balestrand, Oslo, Stockholm, Helsinki, Lenningrad-Fjord cruise, Flam Railway and steam railways of Finland. Baltic Sea cruise, $3385.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Australia, May 23-June 6. Australian Railways Bicentennial tour.

Poland, July 1988. Write for details.

TRAINS UNLIMITED TOURS, c/o The Travel Experience, 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours. Contact them for specific information.

Ecuador, Columbia, July 20-August 4. "Steam in the Andes" charters with Baldwin 2-6-0s, 2-8-0s and 2-8-2s. Runbys will include Devil's Nose Switchbacks and trains will cover entire C&O main line in Ecuador including the Cuenca

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Argentina and Paraguay, August 14-September 4 "Deep South Railroad Adventure" with coal, oil and wood burning 2-10-2, 2-8-2 and 2-6-0 steam locomotives on two gauges plus a 1100-mile diesel trip on a third gauge with sleepers. Visit the old Pacific Electric equipment and the last of Alco's PA export fleet. Shop tours, linesiding, cab rides and more

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RAILROADIANA MEETS

MONROEVILLE, PENNSYLVANIA, May 14-15. Pittsburgh Model Railroad Historical Society's Greater Pittsburgh Scale Model Train Sale at the Pittsburgh Expo Mart, 10am-4pm both days. Donation $4, kids under 12 free. Contact: Vincent Degrazia, 3 Oak Lane, Mars, PA 16046; 412/625-2643.

FORT KNOX, KENTUCKY, May 14-15. Gold Vault Rail Days will feature model and prototype displays at the Sadowski Field House 10am-7pm. Contact: Bill Bergman, P.O. Box 256, Muldraugh, KY 40155.

ALEDO, ILLINOIS, May 15. Railroad Memorabilia & Toy Train Show at VFW Post 1571 9am-2pm. Adults $2, under 12 free. Tables $5. Contact: C.J. Morrison, 9 Carriage Hills RR2, Springfield, IL 62707; 217/546-1152.

SILVER SPRING, MARYLAND, May 15. Silver Spring Model Railroad Society Model & Railroadiana Sale at the White Oak Armory 9am-3pm. Admission $3. Contact: William F. Graham, 9907 Maple Leaf Drive, Gaithersburg, MD 20879; 301/963-0397.

TOLEDO, OHIO, May 15. The Ohio & Northwestern Model Railroaders 8th Annual Spring Railroadiana Hobby Show & Train Collectors Meet at the Lucas County Fairgrounds 10:30am-4pm. Adults $1.75, kids under 12 free. Contact: Steven Scanes, 824 Elysian Ave, Toledo, OH 53607; 419/536-1232.

MIFFLINBURG, PENNSYLVANIA, May 15. West Shore Rail Excursions Second Annual Train Meet Show & Sale held at the Mifflinburg train station 9am-3pm. Train rides will be offered. Contact: West Shore Rail Excursions, 196 North 3rd Street, Mifflinburg, PA 17844; 717/966-9390.

TRAIN TOURS INCORPORATED, 1988 schedule. All shows are Friday and Saturday 10am-9pm, Sunday noon-5pm and free admission unless noted. Contact: Steve Metro, 9641 Silk Ave., Cleveland, OH 44102; 216/631-9119.

Pittsburgh, Pennsylvania, May 20-22, Station Square.
Zanesville, Ohio, July 22-24, Colony Square Mall.
Harper Woods, Michigan, July 29-31, Eastland Center.

TITUSVILLE, NEW JERSEY, May 21. Titusville Train Collectors Meets at the Titusville Fire Hall on Rt. 29 North. 8am-2pm, adults $2, kids under 12 free. Contact: Herm Lotstein, 21-7 Potters Place, Holland, PA 18966; 215-968-7630.

OLMSTED FALLS, OHIO, May 22. The Cuyahoga Valley & West Shore Model Railroad Club's annual open house 1-5pm at the former NYC passenger station, 25802 Garfield Ave. Artifacts, railroadiana and operating layouts on display. Free admission. Contact: Emil Orenick, CV&WS RR Club, 25802 Garfield Ave., Olmsted Falls, OH 44138; 216/888-0709.

WHITTIER, CALIFORNIA, May 28. Model Train Association's All Day Meet at the Plymouth Church, 12058 Beverly Blvd., begins at 9am. Donation $1. Contact: Marie Lee, 19101 Yacht Lane, Huntington Beach, CA 92646; 714/963-3273.

FORT WORTH, TEXAS, May 29. Lone Star Railroad and Transportation Artifacts Show & Sale at the Will Rogers Memorial Center, 10am-5pm. Adults $3, kids under 12 free. One of the largest shows in the Southwest. Contact (LSSAE please): Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

MILWAUKEE, WISCONSIN, June 5. Railroadiana Swap Meet sponsored by the Milwaukee Electric Railway & Transit Historical Society at the Wauwatosa Savings & Loan, 7500 West State Street, 11am-3pm. Adults $1, under 12 $.50, dealers $2 (supply your own tables). Contact (SASE Please): TMER&THS, P.O. Box 1014, Milwaukee, WI 53201; 414/353-6085

JERSEY CITY, NEW JERSEY, June 5. Rail Expo VIII and The New Jersey Festival of Ships & Trains at the CNJ Jersey City Terminal passenger station at Liberty State Park 9am-5pm. Adults $5, under 12 free with parent. Free parking. Contact: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002; 201/823-4983

ANGELEICA, NEW YORK, June 6. Combination Railroad, Antique, Special Inteset Car, Steam & Gas Engine Show and Flea Market at the Allegany County Fair Grounds 9am-4pm. Contact: Pittsburg Shawmut & Northern Railroad Company Historical Society, c/o J.R. McHenery, P.O. Box 284, Wellsville, NY 14895.

NEWTON, MASSACHUSETTS, June 10-12. The Boston Chapter NRHS' Boston Trolley Meet at the Days Inn. Friday 6pm-11pm, Saturday 9am-5pm, trolley fantrip Sunday 9:30am. Show admission $6, trolley fare $20. Contact (SASE please): George Turnbull, c/o Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258; 617/924-8417.

CANANDAIGUA, NEW YORK, June 12. Toy Train Collectors Society show and sale at the Community College of Finger Lakes 11am-3pm. Contact: Doug Ridley, 4350 Knapp Road, Canandaigua, NY 14224; 716/394-5238.

TITUSVILLE, NEW JERSEY, June 18. Titusville Train Collectors Meets at the Titusville Fire Hall on Rt. 29 North. 8am-2pm, adults $2, kids under 12 free. Contact: Herm Lotstein, 21-7 Potters Place, Holland, PA 18966; 215-968-7630.

AKRON, OHIO, June 24-26. Division One, Mid Central Region NMRA 1988 Spring Convention at the Gardener Student Center, Akron University. Activities start 8:30 each day with self-guided tours on Sunday. Family $40, single $30 or $15 each day. Lodging available. Contact: Betts Farkas, 731-37 Creekside Drive, Aurora, OH 44202; 216/562-5516.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Towson, Maryland, June 25-26, Towson Center, Towson State University.
Monroeville, Pennsyvania, July 16-17, Pittsburgh Expo Mart.

SOUTH BEND, INDIANA, June 26. Michigan Railroadiana & Model Railroad Show at the Century Center 10am-4pm. Adults $3, under 12 free. Contact: Roger L. Smith, P.O. Box 1551, Mishawaka, IN 45644; 219/259-2968.

GOLDEN, COLORADO, July 9-10. 12th Annual Mile High Railfair at the Jefferson County Fairgrounds, 15200 West 6th Ave. Saturday 10am-6pm, Sunday 10am-5pm. Over 100 exhibitors. Adults $2, seniors $1.50, kids under 12 $1. Contact: Eugene G. Loftus, 1988 1455 Gillaspie Drive, Boulder, CO 80303.

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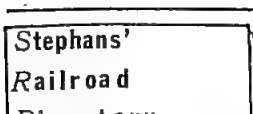

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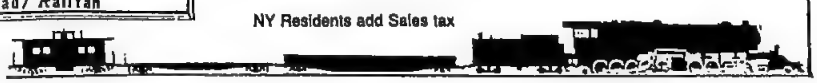

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What's New?

An oversight creeped into the March '88 RAILROADIANA column (the issue with the Bay Line GP38-2 on the cover). The last paragraph discussed *The Famous Glacier Express of Switzerland* by Hans Schweers, and we neglected to give the publisher's address. This 64-page 8″×10¾″ softcover with both color and black & white photos sells for $12.50 from Seven Hills Books, 49 Central Ave., Suite 300, Cincinnati, OH 45202.

Hot off the presses is the *1988 Canadian Trackside Guide, 7th Edition*. This handy little 5½″×8½″ softcover contains well over 200 pages of almost anything you could possibly need to know about today's railroading in Canada. The folks at the Bytown Railway Society, publishers of the "*Guide*," have further updated and refined its format to improve its usefulness. The chapters are broken down into Class I & II locomotives, industrial and short line locomotives, preserved railway and traction equipment, passenger cars, rail systems, cabooses, cranes, snowfighting equipment and other non-revenue stock. Overall, the guide is very easy to use and reference, and the "Introduction" outlines some of the improvements. As always, the *Guide* is a must for anyone railfanning in Canada. It sells for $11.25 (U.S.) postpaid from the Bytown Railway Society, P.O. Box 141, Station A, Department R, Ottawa, Ontario, Canada K1N 8V1.

A true treasure in today's preservation scene is the East Broad Top narrow gauge in central Pennsylvania. The images recreated during the tourist season are nearly timeless. It is not surprising that the railroad has been very well documented in recent years in both hardcover and softcover books. When it was announced that yet another EBT hardcover book was in the works, the reaction was generally rather skeptical. Well, the book is out and the skeptics seem to be impressed. *Along the East Broad Top*, by Donald J. Heimburger, contains 248 8½″×11″ pages and is just loaded with photos (350 of them, including a dozen vintage color views). The book reads well, and complimenting the photos are several maps, illustrations and paperwork reproductions. Chapters discussing specific stations and freight cars contain detailed drawings (many of which are in S scale; not surprising as Don Heimburger is editor and publisher of the *S Gaugian* model magazine). Though many of the black & white photos have been published before, there is plenty of new material, and the reproduction is very good. For a big hardcover, the book is moderately priced at $39.95 plus $2.50 postage & handling. Autographed copies are available for an additional $2.00 if ordered direct from Heimburger House Publishing Company, 310 Lathrop Ave, River Forest, IL 60305.

Well known Chicagoland photographer Robert L. Olmsted has published a new pictorial called *Santa Fe Trails*. Between hard covers are 244 8½″×11″ pages containing over 250 photos, nearly 20 in color. This book covers steam to modern diesel action, predominantly in the Midwest. The images are sharp and contrasty, and the reproduction is excellent. The captions are informative, and the book is attractively laid out. Included is a rather nice tribute to the late Don Ball, Jr. This book sells for $35.00 from R.P. Olmsted, 8280 Janes Ave, #44A-1700, Woodridge, IL 60517.

First generation diesel fans will enjoy *Chesapeake & Ohio Early Diesels* by Thomas W. Dixon, Jr. This 64-page 8½″×11″ horizontal softcover contains over 100 black & white photos of the C&O as most prefer to remember it. Many are official C&O Railway photos and other great stuff from the C&O Historical Society collection. The text is thorough, the captions are informative, the reproduction is excellent and the layout is attractive. It sells for $12.95 postpaid from Andover Junction Publications, Box 1160, Andover, NJ 07821.

We just received a review copy of *Traction Extra No.2, The Presidents Car*, by Joseph P. Saitta. This 8½″×11″ 144-page softcover is loaded with over 390 full color photos of PCC cars, with at least five photos from every North American system that operated them. There are also many views of in-service PCCs that have been either rebuilt or modified externally. The 50th anniversary of the Presidents Conference Car was celebrated 1986, and that served as the inspiration for this book, which was published last year. The reproduction is excellent, and the mostly-action photos are attractive and varied. The book sells for $59.95 plus $2.50 postage &

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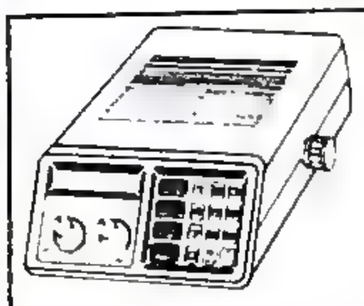

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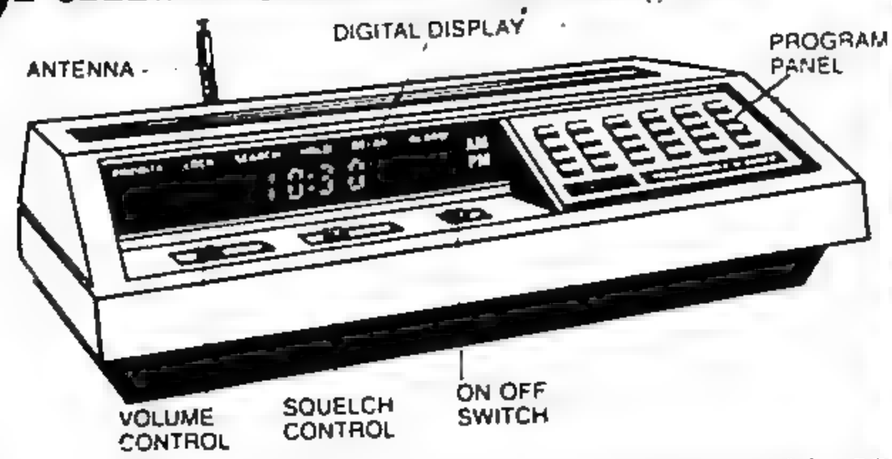

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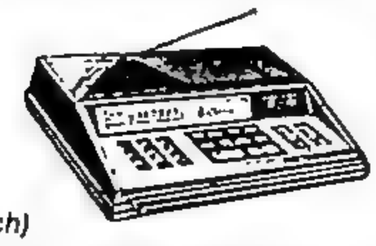

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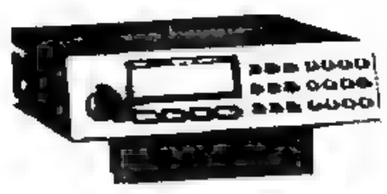

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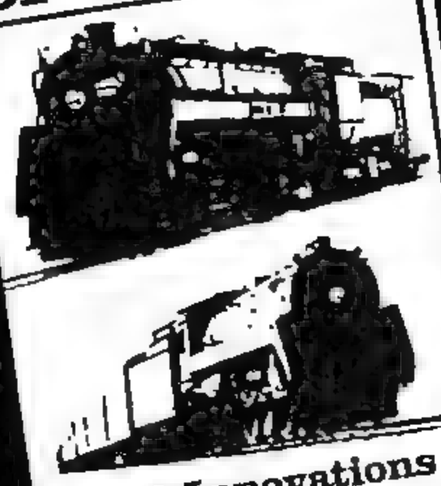

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George Drury is becoming well-known for his extensive travels throughout Europe, and he has just published *The Railfan Guide to Switzerland*. This 32-page 8½"×11" staple-bound softcover contains a brief history of the railroads in Switzerland, followed by an introduction to the locomotive and passenger car fleets and recommendations for interesting train rides. The guide also offers such handy information as suggestions on how to dress for the weather, hotel recommendations, sketch maps detailing relationships between hotels and train stations, sample letters requesting hotel reservations in French, German and Italian and glossaries of railroad and menu terms to help the traveler cope with the language barrier. If you are planning to visit this "railroad Disneyland of Europe," the guide is well worth the modest price of $8.95. It is available from the Forsyth Travel Library, P.O. Box 2975, Shawnee Mission, KS 66201.

Veteran videographer Greg Scholl has released a 9"×11" color lithograph of the 1218 entering the Bluefield, W.Va., yard with 50 coal hoppers and a near perfect solid-black plume laying over the train under a blue sky. The photo was taken on August 4, 1987, on the ferry move west after the NRHS Roanoke Convention. There is a half-inch border around the print and a neat title block at the bottom, quite suitable for framing. It sells for $5.00, plus $1.00 postage and handling from Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660.

British Columbia Industrial Locomotives, Second Edition, by Mervyn T. Green, is an all-time listing of short line and industrial motive power, including museums, steam and diesel, operating in the Canadian province of British Columbia. This 9"×11" spiral-bound softcover is computer generated with a few photos and lists the locomotives in seven chapters. The book is fairly thick, although the pages are not numbered. It is available for $16.00 (Canadian), plus $3.50 postage and handling, from Mervyn T. Green, #35-7740 Abercrombie Drive, Richmond, B.C., Canada V6Y 3G6.

Something unique is a postcard reproduction of the "Casey Jones" 3¢ stamp issued on April 19, 1950, in honor of American locomotive engineers. The stamp image is enlarged to cover the entire 3⅝"×5½" postcard and is well printed. The postcards sell three for $1.00 from Ente Studios, Box 568, Maspeth, NY 11378.

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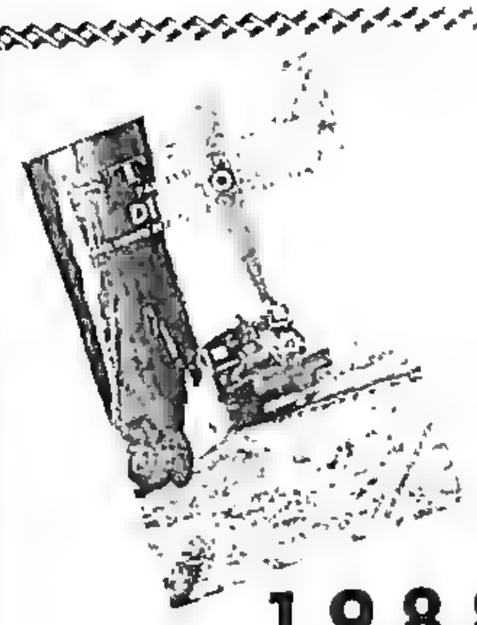

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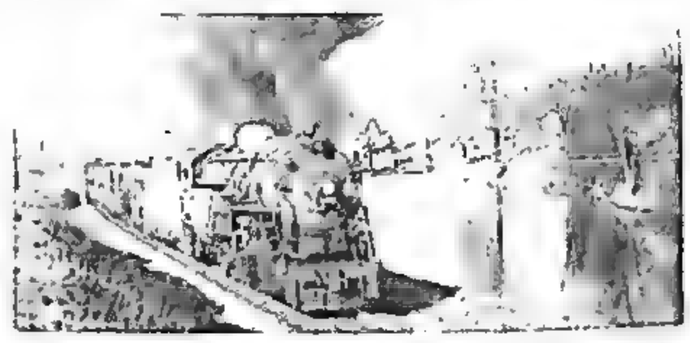

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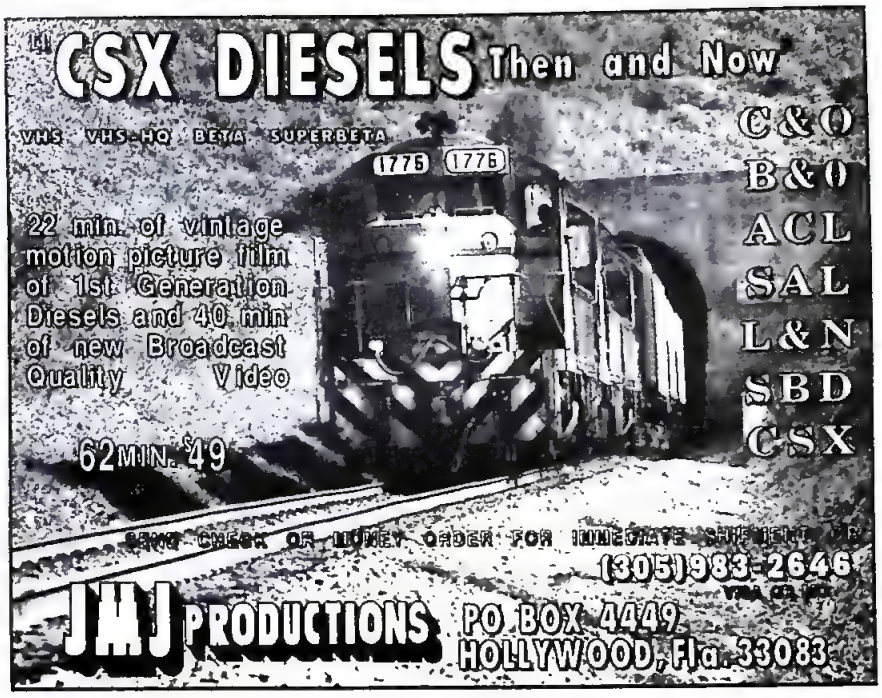
Some of the more popular collectibles of this hobby are lapel pins. Either a railroad herald or the logo of a club or group can usually be found on the attire of a few people in any railfan gathering. Sundance Marketing, P.O. Box 4957-N, Portland, OR 97208, has set new standards in the manufacturing quality of lapel pins and offers them for sale displaying many popular railroad heralds. Larry Hodson, president of Sundance Marketing, is a longtime railfan and has been active with the *Daylight* 4449 and other restoration projects. In his quest to accurately represent railroad heralds, he has developed some unique manufacturing processes not found elsewhere and has enlisted one of China's most respected cloisonne pin manufacturers.

The processes include cloisonne (KLOY-sun-nay) which uses a glass enamel for the colors; an enamel (hard paint) surface and a chip-proof epoxy coated enamel surface. Ninty-six colors are available. The base metal is polished gold or silver. Black is also available and features a dark, gun-metal plating producing black lettering and design details in places that would normally be left silver. Certain pins feature an "antiquing" process that imparts a soft sheen to the plated portions of the pin without affecting the gloss of the enamel. This gives a "stainless steel" effect when desired rather than a shiny chrome finish. Sundance has also developed a process of combining cloisonne and enamel on the same pin. The sample pins of the *Daylight* and *Lark* SP passenger train logos have painted the solid portions between the letters in a flat black enamel with silver characters and a properly colored wing insignia. The solid backgrounds add structural strength to the pin, and because of the flat black, seem to disappear when placed against almost any garment. The intricacies of each pin are very cleanly done with no apparent flaws in appearance. Overall, each pin is a superb product.

Presently, a few of the railroad heralds include the SP, GN, UP, NP AT&SF, WP, D&RGW, BN and Milwaukee Road; train logos include SP's *Daylight* and *Lark* as well



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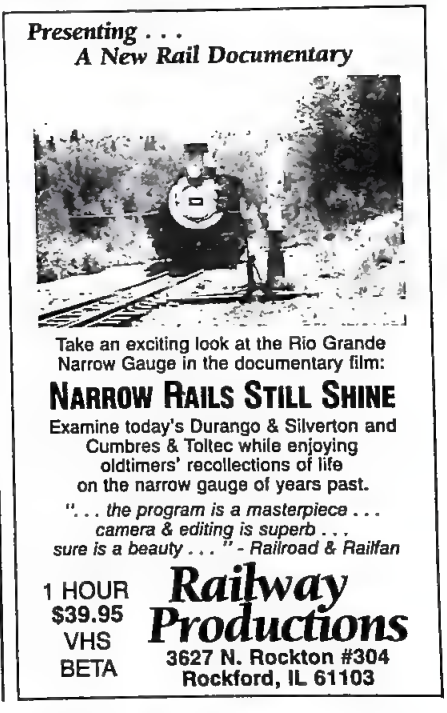
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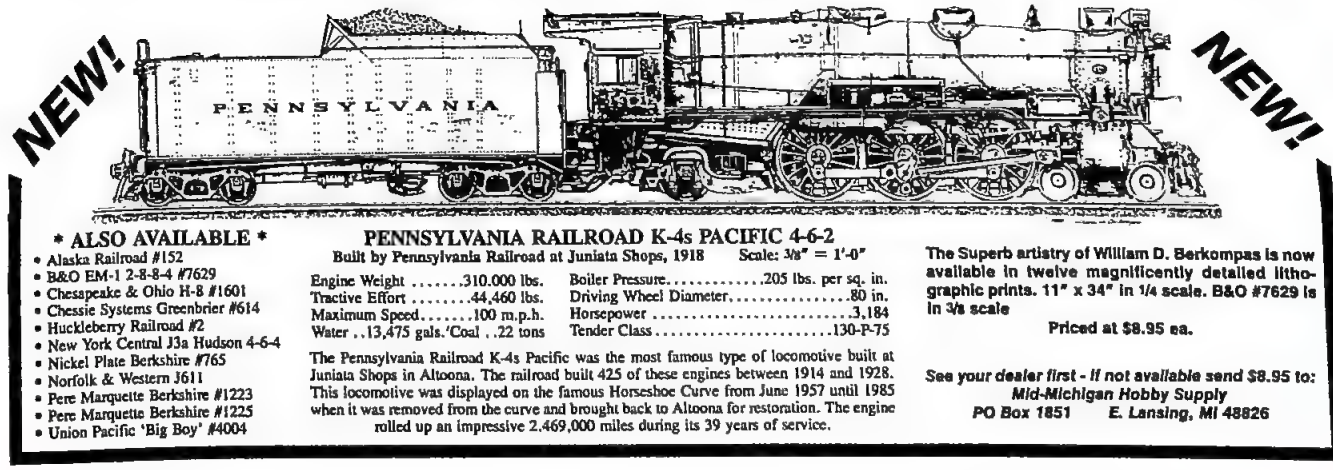
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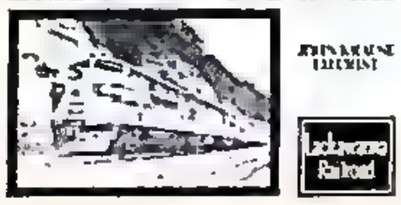

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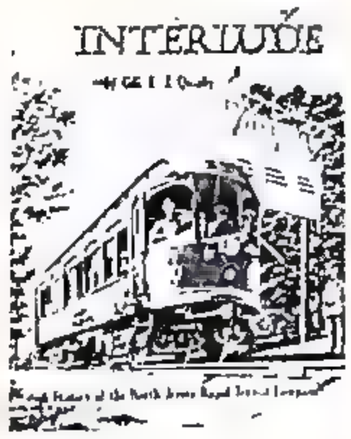

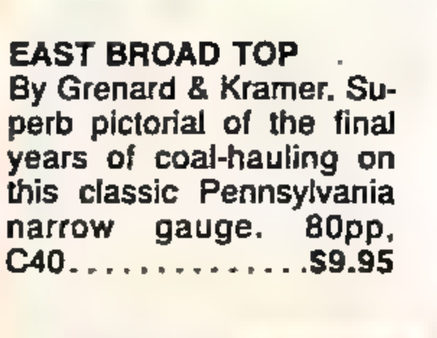

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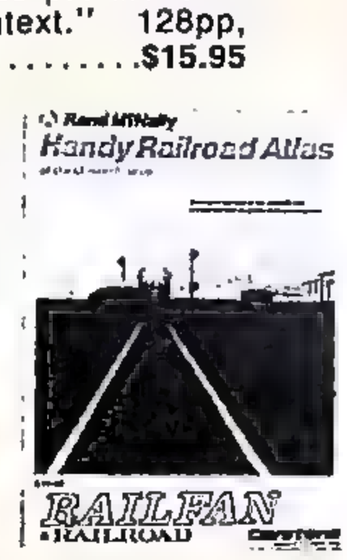

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Traction Publications **by Joe L. Diaz**

THE BROOKLYN ELEVATED, by James C. Greller and Edward B. Watson is a 120-page, 10¾"×8¼ horizontal softcover detailing the equipment and operation of that extensive railway network known as the Brooklyn Elevated. The origins and early history of the line are fascinating. In the mid-to-late 1800s, a great many people would leave Manhattan and travel to the nearby Atlantic Ocean beaches of that magic land: Brooklyn. Soon, it became a great resort and summer play area. It wasn't long before the area was traversed by five separate ground-level steam railways. These operations were eventually electrified, and later the street level operations were replaced with elevated structures.

This work contains over 290 photographs, all of excellent interest. In addition to several very interesting operational scenes, there are many good equipment views, some in color. Unfortunately, most of the original transparencies suffer from age and most of the photos are not individually captioned. Some errors in punctuation and spelling detract from the overall effect.

The book has no table of contents but is divided into chapters devoted to the eras, the railway companies and the equipment types. The electric locomotives are briefly pictured along with some of the non-revenue equipment. Included is an excellent color reproduction of a BMT 1939 World's Fair route map, along with a color chart showing the identification of marker lights on all trains. A brief roster is included.

This very worthwhile and fascinating book is available for $19.95 plus $2.00 shipping and handling from N.J. International, Inc., 77 West Nicholai Street, Hicksville, NY 11801.

Book Reviews

Hoboken's Lackawanna Terminal, by Theodore W. Scull, published by Quadrant Press, Inc., 19 West 44th Street, New York, NY 10036; 212/819-0822. 96 8½"×11" pages, softcover, $12.50.

One of the earliest-known scenes of the Hudson riverfront town of Hoboken, New Jersey, is a painting dated 1775. It shows a pastoral scene with sloped grassy riverbanks, tall trees and the sail-ferry *Peregaus* moored in the background. An engraving dated 1815 shows Manhattan-bound people on a horse-boat which utilized teams of horses to drive two-side mounted paddle wheels for propulsion. From these early beginnings, the city of Hoboken grew to be a major transportation center connecting New York City-bound commuters and long distance travelers to their final destinations.

Most people will correctly relate Hoboken to the Delaware, Lackawanna & Western Railroad, which, after a fire destroyed the original wooden ferry house and train station in 1905, built a world class "transportation cathedral that overshadowed all the others along the New Jersey shoreline." The main complex was terminus for all of Lackawanna's long distance and commuter passenger trains, and south of the terminal were the waterfront freight operations. New Jersey Public Service Railway had both an elevated and a surface line originating from a depot immediately north of the Lackawanna's train shed. The Hudson & Manhattan Railroad, which operated a subway directly into Manhattan, had a terminal located underneath the Public Service depot, and many bus

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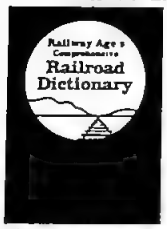

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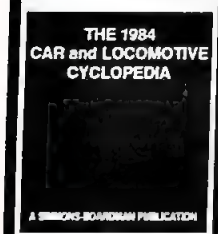

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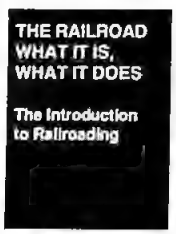

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routes originated at Hoboken. Today, New Jersey Transit operates the passenger terminal for its commuter trains, and their busses operate from where the Public Service trolley depot once stood. The Port Authority Trans-Hudson (PATH) trains still operate on the old H&M tracks. Hoboken remains a very busy place.

Ted Scull, widely recognized for his writing on railroad, steamship and ferryboat topics, examines the transportation history of Hoboken. He has done considerable research to bring us a most interesting and well illustrated story. The book is divided into seven chapters with more than 150 photographs, and the reader is afforded a good view of the activities throughout the years. In addition to the varied and intense suburban rail traffic, there are the main line passenger trains of the DL&W and EL. Many photos show the ferry service which lasted until 1967, and there are exceptional views of the Hudson River traffic. Also included are terminal layout and trackage diagrams, along with ferryboat route diagrams and brochures which include the Hudson & Manhattan Railroad. There is also a brief look at the Public Service streetcars that once served the terminal.

Photographic reproduction is good, particularly considering the age and variety of so many of the original photos. The photo captions are descriptive, and the text reads well. This work gives the reader a good view of a most interesting terminal which still operates today. This is a worthwhile and welcome book at a modest price—JOE L. DIAZ.

Camera Bag

BY JIM BOYD

Reviewing the Basics

Well, here it is, spring again. The world is turning warm and green, and the the fresh foliage beckons us to trackside. While the real die-hards have been out all winter trying to shoot next year's Christmas card, most of us can look back to our last real outing and realize that it was on Sand Patch in fall colors.

As our magazine has kicked into monthly publication and the circulation has expanded, I suspect that we have quite a few new readers of this column out there. So if you veterans will permit, let's review some of the basics of railfan photography as the season begins.

The advice I'm about to lay out here is for the railfan who wants to go out and shoot 35mm color slides and come home with sharp, properly exposed pictures. This is not the only way to do it, but if you follow what I outline, you will come back with respectable results. If you know enough about photography to argue with me, then you probably don't need this advice to begin with.

THE CAMERA. Nearly any 35mm single lens reflex camera on the market today will do a good job for railfan photography if you keep one thing in mind: you *must* be able to manually control the shutter speed. This may be by over-riding the automatic setting or by selecting the film speed and f-stop that will keep the shutter speed where you want it, but to do so you must be able to see what shutter speed the camera is using while you are shooting. Some automatic cameras have a "shutter priority" mode, which is the best option (I prefer a fully manual camera, like my Nikon FM2, but those cameras are be-

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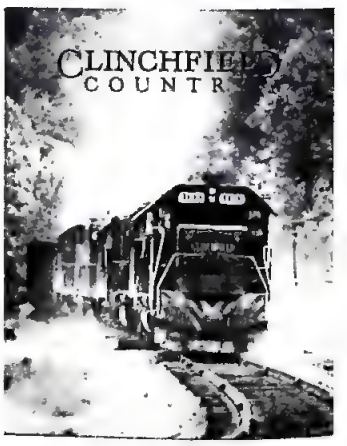

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coming expensive and more difficult to find). The most commonly available automatic cameras have an "aperture priority" mode, where you select the shutter f-stop and the camera alters the shutter speed (usually on an electronic shutter) to set the exposure.

Why control the shutter speed? Because most railfans need to stop action. When learning railfan photography, start off shooting everything at 1/500th of a second. This high shutter speed will be the best insurance policy you can have for guaranteeing sharp photos. I always keep my cameras set at 1/500th and change the shutter speed only when necessary for a specific shot and then reset the camera to the 1/500th when I'm done. That way, if I spot a sudden shot, the camera will always be set at the best shutter speed for typical action. Keeping your camera always at 1/500th is a good habit to develop.

DON'T LET THE CAMERA DO ALL YOUR THINKING. With today's automatic cameras, the built-in light meters and exposure program modes can greatly simplify action photography and guarantee more consistent results. But you are at the mercy of a battery that will crap out at the most inopportune time. So learn to estimate light readings and exposures like everybody had to do back in the "good old days." With bright sunshine, I know that with Kodachrome 64 I get perfect exposure on most subjects at 1/500th at f5 (a half-stop between f4 and f5.6). If my light meter tells me something drastically different from that, there is likely something wrong either with the camera or in the way the light reading is being taken (an unusually large patch of dark area in the photo or maybe a bright headlight or light patch of ballast, wall or sand that is throwing off the exposure). The light meter is an idiot, you are not. Learn to second-guess the light meter and know when to believe it and when not to. This is probably the hardest part for a beginner to learn. But if I had to, I could go out in almost any conditions and get usable results with a dead light meter.

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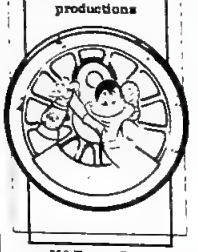

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and dark photos in grubby weather. When somebody shows me dark photos and explains that "the weather was awful and the light was poor," all I think is, "right, and you don't know how to read a light meter." Though you won't get the brilliant contrast and colors of direct sunlight, you should at least get attractively well-lighted slides even on heavily overcast days (I have a photo taken at East Cranmore in England in the rain shot at 1/60th at f2.8 at noon on one of the darkest days I ever saw, and because of the wet surfaces and proper exposure, people ask if it was taken in sunlight). Granted, in poor weather you have to open your lens wide, slow down your shutter speed and maybe go to a faster film, but there is no excuse for underexposing. Practice taking light readings and shooting in lousy weather so that you can bring back results on those days when the action gets good but the weather goes to hell.

AUTOMATIC FOCUS? Because most rail subjects are large and most railfan photography is done at the infinity end of the focusing scale, critical focus and depth of field are relatively minor problems for us. Stopping the action is far more important, which is why we will usually take a high shutter speed over a small aperture (with its its greater depth of field) for most outdoor work. The "in" cameras today are the super whizz-bang autofocus jobbies, which are a total waste of money for railfan work. They can even be a hazard in the field. One of our regular contributors tried out an auto-focus camera on an ordinary roster shot of a rib-sided hopper car—and the camera locked out the shutter and would not permit the picture to be taken while it racked its focus back and forth "sampling" every rib on the side of the car!

FILMS. This is like discussing religion. If a "Holy War" ever breaks out among railfans it will be over which film to use. I confess to being a "True Believer" of the Kodachrome 64 Faith. For general, all-around railfan use, you can't beat K64 for color, contrast and consistency of both product and processing. And Kodachrome has the longest proven "life" of any film generally available today. I am just old enough to see my 25-year-old Ektachromes drowning in a sea of red as age and color shift render them useless. Kodachromes of similar vintage look like they were shot yesterday. Although improvements have been made across the board in all brands of film, the patented Kodachrome process still has by far the best proven longevity of any film anywhere in the world.

Kodachrome 64 is fast enough to be a practical all-around film that will permit you to use that fast 1/500th of a second shutter speed and still stay in the desirable middle range of f-stops on most lenses. Some railfans, particularly roster shooters, prefer Kodachrome 25, which is an admittedly superior film for static subjects but is simply too slow for most action work. The new Kodachrome 200 is a good film for poor weather conditions and extreme photographic situations, but there is some loss of sharpness and color quality that is simply too high a price to pay for the additional speed. I shoot K64 for most work but carry K200 in the camera bag to put to work in bad weather. Intermixed with K64 in a slide tray, the K200s will be hard to spot to most viewers.

Ektachrome and Fujichrome are both good films, and many railfans prefer them. If you are just getting started, however, spend a least a year and master K64 before you confuse things by trying other films. This is one of the most important keys to learning railfan photography: *Master* one film before you start messing with another. If you can't get good results, the problem is more likely *you*, than the film.

SLIDES OR PRINTS? Most railfans shoot slides rather than color prints. A print is at best the "second generation" image, made from the "first generation" negative, which cannot be viewed under normal circumstances. The slide, however, is a first generation image, having no intermediate step between the exposure and the end result.

Additionally, slides are much easier to show to groups, and they have become the accepted "social" medium for railfan photography. They are also much less expensive to process. If you want a print for an album or a wall, good prints can be made from slides, although color negatives will probably give better results. Color slides made from negatives, however, are generally pretty awful. If you want to have your work published in any magazine, 35mm color slides are the preferred form, and a well-exposed slide will have a better chance of getting used than a print of equal quality (if you do submit prints for publication, they *must* be printed on glossy paper, as the surface of matte or textured prints will show up in the reproduction process).

TELE OR WIDE ANGLE LENSES? Both. If you have the option for additional lenses, try both ends of the spectrum. The most useful lenses for railfan photography are the 28mm wide, 50mm normal, 80mm short tele and 200mm long tele. Take your pick depending on your personal preferences.

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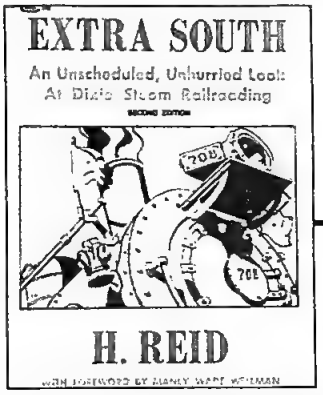

EXTRA SOUTH is on the road again, having made a few pick-ups along the way to fill out tonnage. Originally published in 1964, H. Reid's classic "Unscheduled, Unhurried Look At Dixie Steam Railroading" has returned in an expanded Second Edition softcover. All of Reid's original material is included, and he and editor John Krause have added over 45 new photos and expanded text. Come on board EXTRA SOUTH as master story-teller H. Reid remembers the narrow gauge Tweetsie, Norfolk Southern 2-8-4s, the Sumter & Choctaw, the "Wreck of Old 97," N&W 4-8-0s on "The Huckleberry," and much more.
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The shorter the focal length of the lens, the more critical its optical quality will be. Thus for wide angle and normal ranges, a "prime" lens is better than a "zoom" (unless you are willing to get into the *very* expensive professional equipment). I use a 28mm and 50mm for my wide and normal work and a 70-210mm zoom for telephoto. There are many good zooms in the short-to-long telephoto range, and the quality is generally reasonably good for the price. Be careful of zooms that go from normal to tele or even wide angle to tele. Unless you spend a lot of money, they are most likely to be unsatisfactory junk. (In an emergency, when I broke my good zoom on the first day of the trip illustrated in the D&SNG feature in this issue, I bought a 28-200mm f3.9 zoom from a local camera store in Colorado. While it appeared sharp, the image quality couldn't compare to my just-busted 70-210mm zoom, and even though it was supposedly "f3.9," it had so much glass that it "soaked up" about two stops worth of light. When I exposed according to my camera's built-in meter, the pictures came out pretty well, but when I set the exposure that I "knew" was correct, everything was underexposed. I don't use that lens any more and should have known better than to buy it in the first place.)

There is a similar problem in using a zoom for your "normal" lens, even if it does cover the 50mm range. At that focal length you need a good "prime" (or fixed focal length) lens. A very good 50mm normal lens will usually be f1.8 or f2 wide open, while even the best of the normal-to-tele zooms will probably be f2.8 to f3.5. Telephotos are even more critical than normals when it comes to using a high shutter speed, and with K64 you usually end up shooting nearly wide open even under the best conditions.

Before you become addicted to the zoom or telephoto, master the 50mm normal lens and use its results as a standard reference against which to judge all others. By the way, though the Western photographers consider me a heretic, I find I have a lot more fun with the 28mm wide than I do with a telephoto. (The one secret to working with a wide angle lens is to avoid "keystone" distortion by keeping the back of the camera as vertical as possible—try not to point it up or down any more than absolutely necessary.)

THE GOSPEL ACCORDING TO JAMES. Though it's been a blitz course, these are some ideas by which I live with my railfan photography. Once you have mastered the basics you can experiment all you want.

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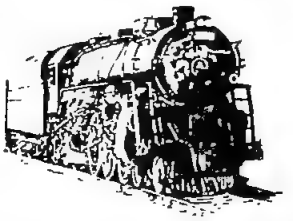

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Transit Currents

BART: Castro Valley

On December 17, 1987, the directors of the Bay Area Rapid Transit District approved a 13-mile extension of the rail rapid transit system from San Leandro to Dublin, the first expansion of the BART rail system in 13 years. The new line is to be completed by 1995 and is expected to cost $231 million; $170 million of this sum will come from Alameda County's half-cent sales tax for transportation, and state and federal money will complete the project.

The new line will branch off the BART line to Fremont near Bay Fair station and will follow Interstate 580 through Castro Valley and also wind through the Dublin Canyon. A study was conducted to determine whether the new line should be light rail or a continuation of the BART heavy rail system, and the research showed that many more riders would be attracted to an extension of heavy rail service. The Dublin to Bay Fair run should take about 14 minutes, while the running time form Bay Fair to the Montgomery Street Station in downtown San Francisco is another 35 minutes. It is estimated that about 24,000 daily passengers will use the extension by the year 2005.

But all was not joy, and there was a sad Christmas present for those at BART who wished to see the extension south from Daly City to Colma in San Mateo County get under way. Congress voted to block funding for the Colma project until the Bay Area officials finally agree on a regional rail plan. Representative George Miller of Pleasant Hill wrote the BART amendment into the federal spending bill (the gigantic continuing resolution that combined all 13 appropriations bills into one large bill) to block the Colma extension. The politicians will be fighting over this one for a while, and a consensus may not be reached until June 1988, at the earliest. Thanks to Tom McGarry and Kim Pedersen for the information.

The BART C-car

BART is presently evaluating its new "C-car," which can be operated anywhere in a train. At present the "A-cars" with slant-nosed cabs can be operated only at train ends, while the cabless "B-cars" work only in the middle of trains. The new "C-car" has blunt cabs for assignment either as lead or middle cars.

Here is some information about the new cars: Each is 70 feet long, weighs 63,000 lbs., and is 10½ feet wide and 10½ feet high; the interior ceiling height is 6¾ feet. There are 64 seats in each car, 52 transverse and twelve longitudinal. The cars accelerate at 3 m.p.h. per second and have a top speed of 80 m.p.h., with a 36 m.p.h. average speed calculated with 20-second station stops.

Propulsion of the C-cars is provided by four 150-h.p. air-cooled, electric traction motors, one on each axle. The third rail carries 1000 volts d.c. A power semiconductor controls both propulsion and braking. There is a hydraulic disk-brake system on each axle which controls the mechanical braking; this is automatically blended with the electric brake system.

C-car exteriors are made of brushed aluminum with blue stripes and the BART insignia. The floors are carpeted wall to wall in rust-colored, 100% wool. Seats, separated by 30"-wide aisles, are cantilevered from the walls to provide maximum leg and luggage space and to make cleaning and maintenance easy. Fire-resistant, low-smoke neoprene, covered with 90% wool and 10% nylon, is the seating material. Communication is by VHF, two-way radio-telephone in the cab. Intercoms in each car allow passengers to call the operator, and the train operator or central control at BART headquarters in Oakland can make announcements.

The new cars will be introduced slowly into BART operations. The first step will be to use them in nonpassenger service from Hayward yard; each will be operated for about 750 miles of running and evaluation before they are accepted. After that they will be inserted into night passenger service from the Richmond yard. If any problems arise, they will be easier to deal with at that time of day. Next the cars will be run from Richmond during the night and in the middle of the day. After about the third week of operation, if there are no problems, the new cars will then be scheduled for unlimited passenger use. The C-cars will be used as the lead car or inserted into trains made up of A- and B-cars. When the 49th C-car is introduced, the new cars will be utilized for making and breaking trains originating from the Richmond yard. As the number of C-cars builds up a Richmond, A- and B-cars will transferred to other yards so that all passengers will benefit from the new cars. Eventually the new cars will be used throughout the BART system.

Progress on the Potomac

Our Capital city is building one of the finest rail rapid transit systems in the country—and perhaps the world. As part of the good news, the Urban Mass Transportation Administration awarded $160 million for extension of service into Prince Georges County, Maryland.

Each day 298,000 people take the Washington rapid transit service. While it is growing substantially, there is another common sense way to travel in the Washington area that beats the individual commuter wrapped in his individual car. Each day 436,000 travel to work in carpools or vanpools, according to the Metropolitan Washington Council of

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

and the C-car

Governments. Commuter bus service serves the area fairly well to the south and the Maryland Commuter Rail Service (MARC) is providing an increasing number of riders and is expanding its number of stations and parking facilities.

Northern Virginia, however, is not served by any conventional commuter rail service. These pages have reported attempts to provide commuter service along corridors between Washington's Union Station and Manassas and Fredericksburg, Virginia. There are lots of impediments in the way, however. One was getting insurance, and Conrail has been opposed to the rail service occupying the track between Union Station and Alexandria, which already has many Amtrak trains and much freight. The Northern Virginia Transportation Commission hoped to have four rush-hour round-trips a day moving a total of 8,000 riders per day. Greyhound has offered to provide a bus service in the area serving the proposed rail corridors. Because highway traffic is already so bad in the area that there is now a *Washington Post* column for complainers called "Dr. Gridlock," there is the question of what the buses will do when stuck in traffic.

Meanwhile Metro tries to serve its patrons better by encouraging larger parking facilities. Montgomery County will build a two-story parking garage at the Shady Grove Red Line Station. This will add 800 spaces to a 3500-car parking lot that is already filled on weekdays by 9:00 a.m. Additional parking spaces are proposed at other stations, and Metro is trying to encourage people to ride feeder buses to the rail stations.

Speaking of rail stations, Union Station in Washington is about to join Union Stations in St. Louis and Indianapolis as the site of enormous shopping malls. The monumental Beaux Arts Station diagonally across from the Capitol, and designed by the great architect Daniel H. Burnham, was almost lost in a well-intentioned but poorly executed effort to make it a national visitor's center. The Amtrak portion of the station will be extended and improved, and the station itself is undergoing $150 million of restoration work.

When completed, the renovated station will contain a hundred stores and restaurants. Even with all that development, it will still remain primarily a railroad station. The head house, which is the huge hall at the front of the station facing the Capitol, will contain five major restaurants, two cafes and several stores. Beneath that will be a nine-screen theater. The main shopping area will flank the Amtrak ticket counters in a separate building at the rear of the Great Hall. A new building will replace the Amtrak station and will join the shopping concourse, train platforms and the parking garage. In addition to through Amtrak passengers, an increasing number of commuters use the station each day on the MARC service. The Metro subway station below the railway station is a major access point to Capitol Hill. The renovated Union Station is to open to the public in September 1988. Thanks to Marion J. Zych, Jr., for all the information.

Houston votes for rail

By a 60% majority of those going to the polls, the electorate of Houston, Texas, voted in favor of a $2.6 billion transportation and transit improvement program presented by the Metropolitan Transit Authority of Harris County. The vote was held on January 16, 1988.

What was approved is not just a transit measure and not just a rail measure. Since 1978 when the local voters created Metro, it has had a dedicated 1% sales tax to help fund services and capital projects. The January 16 referendum was not on the tax but on how to use it. A quarter of the funds in the $2.6 billion project will be for mobility-improving measures that will primarily benefit auto users but will also have some benefits for bus riders. A sum of $320 million will be spent to replace buses and provide for renovated and

A NEW BART C-CAR poses at left at the Fremont station with a conventional slant-front control cab A-car. The blunt-ended C-car has both a control cab and vestibule doors, permitting it to be used either as a lead or mid-train car. When delivered, these 49 cars will add greatly to the flexibility of BART's fleet.

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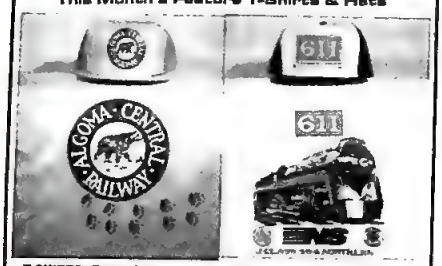

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Transit Currents

BY GEORGE M. SMERK

new support facilities between now and the year 2000. About $340 million will be spent for the busways being constructed as part of the renovation of major highways. Called "transitways" in Houston, these bus roads total about 70 miles.

About $1.04 billion will be spent on the rail portion of the program. The rail service will tie together several key parts of Houston. The 13-mile proposed rail system would run from downtown south to the Texas Medical Center and west to the Galleria area. Rail spurs would be constructed to the Astrodome and southeast side minority neighborhoods. The planners did their work on the basis of light rail technology. The Houston Board will eventually vote on the precise rail technology to be used. Thanks to Thomas F. Ruffin for the information.

Flashes

In early January of this year I heard a short talk by Wendy J. Hoyt, Assistant General Manager for Planning and Development of the SACRAMENTO Regional Transit District. She gave a report on the Light Rail system in Sacramento. Here are some facts and figures: The system is 18.3 miles long and has 27 stations, 23 of which have ramps to allow handicap access. The remaining four stations have lifts. At the present time the service level is 15-minute headways on Monday through Friday with 30-minute headways Saturday and Sunday. The maximum consist is four articulated Siemens/Duewag vehicles, which makes a train 320 feet long. Ridership during the count taken January 4, 1988, was 13,200 riders. There are two lines. The northeast or Watt line opened March 12, 1987, and the east line (Folsom) commenced revenue services on September 5, 1987.

SAN JOSE, California is going to be the site of a Transportation Research Board national conference on light rail transit. The conference will include some of the outstanding experts in light rapid transit in the United States and will also feature the LRT system that has just begun operations in San Jose. Field trips will include not only San Jose but also the Sacramento light rail line or the San Francisco MUNI metro. The San Jose conference will feature a debate among advocates for busways and conventional and automated light rail systems. There will be papers on LRT using city street rights-of-way, as well as operational analysis of at-grade LRT and a discussion of light rail vehicle performance and papers on the planning, designing and building of new LRT systems. If you are interested, please contact Angelia Arington, Conference Manager, Transportation Research Board, 2101 Constitution Avenue NW, Washington, DC 20418.

Videos

BY MIKE DEL VECCHIO

New Arrivals

I guess when it rains, it pours good fortune on the Western Maryland fans. Almost simultaneously with the Bill Price WM 8mm footage that was released by WB Video (May '88 VIDEOS) both the Western Maryland Historical Society and Green Frog Productions announced more WM material.

The WM Railway Historical Society (P.O. Box 395, Union Bridge, MD 21791) has made available on videotape two popular vintage promotional films. "Big Trains Rolling" (WMRy Videotape Volume 1) is a narrated color program that tells the WM story from its 1852 beginnings as the Baltimore, Carroll & Frederick Railroad using staged action and still photos before getting into the "real" stuff in the steam-to-diesel transition era. Not only is there steam on Black Fork Grade, Helmstetter's Curve and pacing views of Challengers from adjacent tracks, but also four-unit sets of RS3s, A-B-B-A F7s and lots of coal trains. And what 1950s promotional film would be complete without the side-by-side parade of F7s and an FA on adjacent tracks? It also looks at the Hagerstown roundhouse, the Port Covington facility in Baltimore and Lincoln's trip to Gettysburg. Volume 1 runs 30 minutes and sells for $53.00 postpaid (Md. res. add $2.50 tax).

Western Maryland Volume 2 is "Clear Track Ahead," which contains some footage used in "Big Trains Rolling" but deals with more of the human aspect of the WM. The locomotives are predominantly early diesel (GP9s, RS3s and F-units), and there is a brief look at WM 4-6-2 202 donated to the city of Hagerstown. Though there is less steam, you will see a Baldwin switcher working Port Covington and diesel servicing in Hagerstown. Volume 2 runs 38 minutes and sells for $53.00 postpaid (Md. res. add $2.50 tax).

To round out the WM story, "Western Maryland, End of an Era," by Green Frog Productions (950 Bream Court, Marietta, GA 30068; 404/971-7622) was shot in the 1970s on 16mm film by Emory Gulash. As talk of merger was in the air, Gulash was lineside capturing the last days of the WM. Second generation diesels dominate, but the F-units pop up frequently, and many of the famous WM train-watching spots are shown. The film-to-tape transfer is very good, and some of the dubbed sound was actually recorded on the scene by the photographer. 70 minutes, $54.95.

"China: Steam's Final Frontier," by Steam Central Video, 1673 Collins Park, Cincinnati, OH 45230, is a look at this mysterious country that still uses and manufactures American- style 2-10-2s and 2-8-2s. The traffic density rivals the U.S. during the 1940s, and few diesels are seen on the tape. The video quality and editing are professional. 60 minutes, $38.95.

Interurban Films, P.O. Box 6444, Glendale, CA 91205, has two new releases which feature movie footage of an era gone by. First, "The Big Power, Norfolk & Western Steam—Then and Now" combines modern day video

W 2-6-6-4 1218 and 4-8-4 611 with vintage movie footage to make a memorable documentary. The vintage film includes As and Ys lugging coal trains on the tough grades around Roanoke, and Js on the crack passenger trains. The video footage was shot during the 1987 excursion season. 30 minutes, $39.95.

"Midwest Traction Classics," the second release from Interurban Films, is a color look at the traction lines of Mid-America. The films were shot in the 1930s and 1940s by Bill Warrick and Walter Keevil and feature the Indiana Railroad, Illinois Terminal, South Shore, Crandic and Waterloo Cedar Falls & Northern along with city action in the Twin Cities, Milwaukee, Kansas City, Des Moines, St. Louis and more. 30 minutes, $39.95.

Feature Reviews

"Wisconsin Central: The First Day," by East End Productions, P.O. Box 645, Fox Lake, IL 60020. VHS or Beta, 15 minutes, $20.00.

October 11, 1987, was a significant day in modern railroad history. The 1900-mile Wisconsin Central began operating the former-Soo Line Lake States Division trackage in Wisconsin, Illinois and Upper Michigan, creating the largest of the new "regional" carriers. In the start-up period, the motive power was mostly the cast-off "junk" from the Soo and Milwaukee. But junk dear to railfans, like GP30s on Alco trucks, Geeps, GP35 and such.

This tape focuses on the WC's first day, beginning at 7:23 a.m. near Stephens Point, looking at the reflection of GP35 726 in a still river. Radio chatter is heard as the conductor and engineer (C&E) receive their first Wisconsin Central train order. With that order completed, the WC was officially a railroad, and Train No.2 was bound for North Fond Du Lac with 45 loads and 43 empties totaling 5465 tons behind two GP35s and a GP30. The East End crew caught the train several times—more than a few times at "wig-wag" signaled crossings and on the street trackage in Oshkosh, B'gosh.

Next out of North Fondy was Train 26, the "Milwaukee Turn," which would be the first WC train to climb Byron Hill just south of Fond Du Lac. And they didn't make it easy; two GP30s and a GP35 had to drag 6720 tons up the grade that normally calls for pushers (the scene is depicted on page 39 of the January 1988 R&R).

The action continues with a with a mixed-bag consist running the streets of Oshkosh, and they point out that two of the Geeps were delivered from EMD sublettered for the Soo-predecessor Wisconsin Central. The first day of the "new" Wisconsin Central wraps up with No.3 heading out of Fond Du Lac, bound for Superior at dusk.

History has been made and documented in a professional and entertaining package. The trains run slow, but good camera work and intelligent narration keeps the interest level high. The reproduction quality and editing are quite good. The tape is tightly edited to only 15 minutes, and East End has resisted the temptation to show you all of their raw tape—keep in mind that they are documenting only *one* very historic day. But the price is "short," too: $20 postpaid.

With this beginning, we are looking forward to further WC coverage by East End—M.D.

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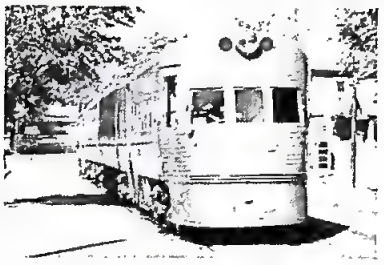
NORTH SHORE LINE

Another Masterpiece From Frank Pfuhler
Authentic Sound (some sync) by Russ Jackson



NS THE COMPLETE NORTH SHORE

begins on the Chicago Loop and takes you the entire way to Milwaukee on the world's best known interurban: streamlined articulated "Electroliners," "Silverliners," freights and plenty of standard, heavyweight "Greenliners." Even includes the Mundelein Branch. Every significant point on the line is covered both from the motorman's seat and with run pasts at track side: all the principal cities and towns plus mile after mile of 90 MPH from the cab. The three distinctive whistles are heard, some in sync sound run pasts made in the 1950s by Russ Jackson and on board by Bill Steventon of the Railroad Record Club. Even if you're not a trolley buff, you'll feel a real tug at the heart strings as Frank Pfuhler brings interurban America back to life exactly as it used to be. Includes a dozen run pasts of the famous "Electroliners" taken after the demise of the North Shore when they ran as "Libertyliners" on the famed Red Arrow Line between Norristown and Philadelphia. Closes with the Milwaukee trolleys: a trip across the great trestle over the Menomonee River and out to the County Stadium. Even shows you car interiors and a TMER&T freight. If you thought Frank Pfuhler's "Roarin' Elgin" was great, wait 'til you see this one. We absolutely guarantee this is the best North Shore tape you'll ever buy. You're money cheerfully refunded if you ever think otherwise. 50 mins. $39.95

CA&E THE CHICAGO, AURORA & ELGIN Frank Pfuhler's almost complete record of the CA&E from the two Western terminals: Aurora and Elgin all the way to Forest Park and the Chicago Transit Authority. You're in the cab for miles of high speed running; you're on the ground for dozens of run pasts incl. a rare freight. The rolling stock is turn of the century, but the 1950s operation across the Illinois prairie in springtime is as fast as almost any rapid transit line today. An important historic record of one of America's best known interurbans. 30 mins. $29.95

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MILMED

CSX's CLINCHFIELD Fs Almost immediately after Richard Sanborn left CSX Transportation to become Conrail's new president, the famous set of A-B-B-A "Clinchfield Fs" were taken out of executive service. For their last assignment, F7A 116 and F7B 117 took an inspection train from Cincinnati, Ohio, to Grafton, W.Va., on March 7 continuing on to Washington, D.C., and Philadelphia the following day. After arriving in Philly, the A-B set quickly returned to Washington.

Within a few days the news was out that the four would be split into two A-B sets and put into four-day-a-week RoadRailer service between Detroit and Atlanta, where they'll "run 'em 'til they drop." Imagine, a Class 1 railroad running A-B F-units in regular intermodal service in 1988!

It came to pass, and on March 22 FP7A 118 and F7B 119 were being readied for road service while the F7A 116 and F7B 117 made the Atlanta-Detroit run without incident for only a handful of witnesses. The train returned southbound on March 23, and at 45 m.p.h. struck a car at the Gilmoore Road crossing in Fairfield, Ohio, slightly north of Cincinnati. The accident critically injured a woman who was test-driving a Nissan and the salesman who was riding with her. Less than 48 hours later, the salesman died. F7A 116 suffered minor damage but continued to Atlanta and then went to Waycross, Ga., for repairs.

As of April 1, plans remain to let the F-units work out their days on RoadRailer trains. Both A-B sets should be in service soon after Easter. The RoadRailer trains operate as Numbers 210/211, four days a week on no set schedule.

For the roster-philes, F7A 116 was bought by the CRR as F3A 800 and rebuilt to F7A specs in 1952. F7B 117 is former-CRR 869, ex-L&N 1918, nee-NC&StL 918. FP7A 118 is former-CRR 200 and F7B 119 is former-CRR 250, nee-L&N 723.

SANTA FE The California State Railroad Museum in Sacramento is taking active steps toward restoring Santa Fe F7A 347C and F3B 347B, donated to it by the Santa Fe Railroad back in March 1986 along with three steam locomotives, seven other diesels and articulated motor car M190. The A-B set arrived at Santa Fe's San Bernardino shops on February 29, 1988. Plans are to cosmetically restore the units into the red and silver "warbonnet" paint scheme. Mechanical restoration to operating condition is also being looked at. As of early April, a final determination as to the extent of restoration had not officially been made, and it will not be made until AT&SF crews can get inside them and find out exactly what is needed. The Museum is funding the restoration, and the AT&SF promises to work closely with them in terms of cost. For now, all we can do is wait . . . and be glad these units didn't become CF7s 2416 and 2415.

FLORIDA WEST COAST On December 13, 1987, the Florida West Coast Railroad began operating 44.6 miles of former Atlantic Coast Line trackage in northwest Florida. The "T"-shaped line extends from the CSX junction at Newberry, 35 miles west to Cross City, with a nine-mile branch leaving the FWC main line at Wilcox Junction extending nine miles south and east to Chiefland. The company's headquarters is in the former-ACL freight station in Trenton, roughly twelve miles west of Newberry. The new company is a subsidiary of CSF Acquisition Company, and owner Clyde Forbes is no stranger to the railroad business, having previous experience with the Santa Fe, the South Industrial Railway (Centerville, Iowa) and most recently with the CSS&SB in Indiana.

For startup power, the FWC had leased CSX Geeps and is leasing a number of GP18s from Chrome Locomotive of Silvis, Ill. GP18s 1353 and 1337 (former-RI of same numbers) have been painted in FWC maroon and silver (page 2) and were on the property in early March 1988. Once put into service, they relieved the CSX units, which were returned. As of early April 1988, details were not available as to how many locomotives FWC will ultimately receive, although it has purchased XTRA RS11 405 (former-Naporano Iron & Metal 405, nee-N&W 405) in addition to the RI Geeps. The Alco roadswitcher is in need of minor repairs but should be in service shortly.

Presently, a locomotive is kept at the Newberry interchange at the east end of the line and at the Georgia Pacific plant just east of Cross City at the west end. Trains run afternoons and early evenings at least five days each week. The largest consignee on the line is Georgia Pacific, and both locomotives will usually switch that facility simultaneously each day. So far, the FWC averages 30 cars per day, and 50 car trains are getting more frequent. Traffic is predominantly dimensional lumber and wood products—MAX WALLACE.

NAPA VALLEY Progress on the Napa Valley Wine Train project is moving along. NVRR management is still planning a late-spring startup. The most noticeable happening was the arrival of four VIA FPA4s (6760, 6775, 6787, 6790), purchased in October 1987, now at the SP's Sacramento, California, shops. In the January '88 RAILNEWS, we reported that FPA4 6785 was also purchased, but the Napa Valley opted to take just the four, even though the fifth unit was reportedly in already in transit. Tentative numbers for the Alco cabs are 60, 75, 87 and 90 respectively (the first two digits were dropped from the VIA numbers). The railroad still plans to paint them in the maroon and cream paint scheme shown in the March '88 issue, page 3.

On January 29, 1988, they departed Montreal dead-in-tow on CN freight 201 bound for Vancouver. En route, the 6787 developed wheel trouble and was set out east of Edmonton. It rejoined the other three at Vancouver, and all four were handed over to the BN on February 19. The SP got them at Portland, Oregon, on February 24, and the yardmaster must have been a railfan. The four were spotted at the diesel pit alongside Portland's Brooklyn roundhouse, and lead FPA4 6760 found itself nose-to-nose with Doyle McCormack's *Daylight* F45 743. By the end of February 1988, the FPA4s had reached SP's Sacramento Shops. The units are serviceable but do need some work. Looking at the photo on page 2, which is more rare in Portland: FAs or sunshine?

THE BAY LINE After a derailment in January 1988 attributed to the six-wheel trucks on its SD units, the Atlanta & St. Andrews Bay decided to dispose of its three six-motor locomotives. The SDs have not been flexible enough for the Bay Line and have had derailments during switching in yards and sidings. It was initially reported that the Bay Line would acquire Norfolk Southern GP38-2s (May '88 R&R page 6), but in March 1988 they took out a ten year lease on five former-Conrail GP38s (7760, 7781, 7790, 7792 and 7811) from the Gulf & Mississippi. Each unit will be shopped if needed and painted into Bay Line colors as soon as possible. Upon arrival of the GP38s, the lone SD40 506 and the two SD9s 504 and 505 were made available for lease. The SD40 is being leased by the power-short Union Pacific, where it is in service on the former Missouri Pacific (it has no dynamic brakes). At least one of the SD9s is in service on the Burlington Northern.

Stone Container Corporation has purchased the 27-mile former-ACL line from Grimes north to its plant in Abbeville, Alabama. It will be called the Grimes & Abbeville Railroad and will be operated as a subsidiary of Stone Container with trackage rights over the six miles of CSX (ACL) between Grimes and the Bay Line in Dothan. It will switch Stone Container's plant on a subcontracted basis. Two of the new GP38s will be painted in the Bay Line scheme and lettered for the Grimes & Abbeville Railroad.

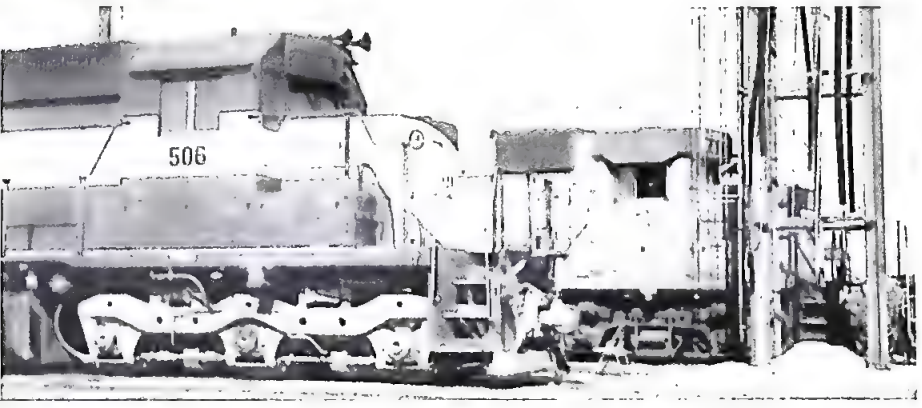
On March 17-20, Stone Container operated excursions from the port to Sherman Yard in Panama City with a Bay Line Geep and three private cars: SBD power car 766743, private cars *Columbia River* 3370 and the *Eagle Cañon* in Pere Marquette colors—LARRY and SHERRY SEALE.

POWER-SHORT From "Unlimited Power" to "Unusual Power," the mighty Union Pacific is feeling the crunch of an upsurge in traffic and a motive power fleet that suddenly seems to have crossed the line from "lean and mean" to anorexic. In spite of massive infusions of big new power, the UP carloadings have outstripped the locomotive supply as foreign dollar markets make U.S. grain very attractive for export. As a result, in March 1988 the UP had 99 units on lease, and included were some pretty remarkable ones. For example, can you imagine the UP leasing a GP9? True. The UP picked up GP9 211 (former-UP, no less) from the Great Western Railway in Loveland, Colorado, for use on its La Salle local. In addition to the afore-

TWO PHOTOS DARRELL LAND

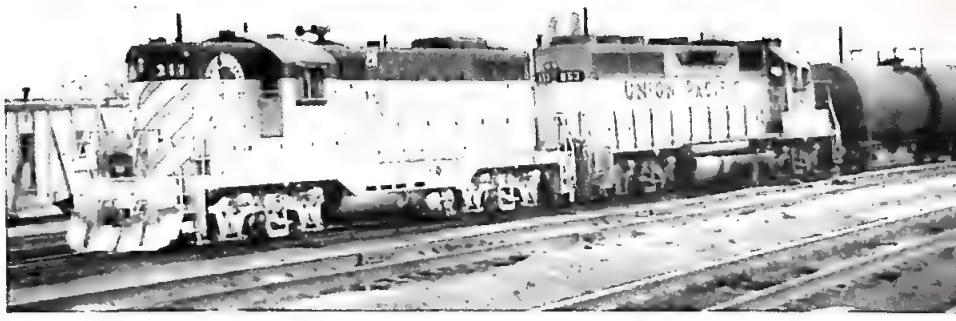
CSX's CLINCHFIELD Fs are now in RoadRailer service between Detroit and Atlanta. F7A 116 and F7B 117 are shown (top) making their first southbound run near Hamilton, Ohio, on March 23, 1988. A few miles after this photo was taken, a woman test driving a 1985 Nissan 300ZX collided with the train; the grim result is above. The driver was seriously injured and the salesman later died. The train continued to Atlanta.

ROGER L. ARNOLD



THE BAY LINE is replacing its six-axle power with leased ex-Conrail GP38s from the Gulf & Mississippi. Bay Line SD40 506 and GP38 7811 were at the Bay Line Panama City shops on March 21, 1988, awaiting the "changing of the guard."

CLIFFORD J. DOWNEY



POWER-SHORT Union Pacific is leasing anything it can get its hands on—including the Bay Line SD40 on the MoPac and former-UP GP9 211 from the Great Western Railroad, shown (right) on the UP on March 15, 1988, at LaSalle, Colorado.

mentioned Bay Line SD40, the UP has leased McCloud River SD38s 36 and 37 (assigned out of Yermo, Nev.) and three SP SD39s. They also have 37 ex-MP GP38-2s and two SW1500s from Helm Leasing, the 50 EMD ex-Conrail GP38s, some D&RGW GP40-2s and possibly another stray or two. An anonymous UP man commented with a chuckle, "We're gonna buy the Santa Fe for its locomotives and give the track to L.B. Foster."

And if you're counting, the UP still has nine GP30s left in service, including the 844. The blue MoPac units are down to less than 360 and are being repainted at the rate of about two dozen a month. It won't be long before the yellow units lettered MP will outnumber the blues.

WINONA BRIDGE TO BEGIN Burlington Northern has announced it intends to begin running "expediter" trains for subsidiary Winona Bridge Railway Company by early April. The first expediter trains are scheduled to operate with BN equipment between Seattle and Spokane, Washington, using non-union, two-man crews based in Seattle, but BN plans to expand the service across the northern tier states to East Winona, Wisconsin, once demand warrants. In November 1987 the ICC gave BN permission to lease its ex-GN/CB&Q route between Seattle and East Winona to the Winona Bridge Railway Company as a transcontinental bridge for freight container and highway trailers. Since November, BN was negotiating with the United Transportation Union (UTU) for reduced crew size on the new expediters, but talks remained at a standoff until mid-March 1988, prompting BN's decision to start Winona Bridge Railway operations by hiring new non-union employees.

Much of the opposition to the Winona Bridge Railway Company comes from Montana, where tension still runs high among railroads following BN's sale of its southern Montana route to Montana Rail Link on October 31, 1987, an event marked by various acts of vandalism including the derailment of three unmanned locomotives which were sent over Bozeman Pass in full throttle. Robert Williams, president of the Brotherhood of Locomotive Engineers (BLE) local 392 in Havre says startup of Winona Bridge operations would add yet another "element of danger" to an already tense situation. Other UTU and BLE members in Montana and Spokane insist that BN's trackage lease to Winona Bridge amounts to union busting and blackmail, but the railroad says it must reduce costs to compete with with truckers. BN Executive Vice President of Operations Joseph Galassi says the Winona Bridge Railway Company "offers us

greater flexibility to compete for business and can help us regain market share along the northern route." Regardless of whether Winona Bridge succeeds, BN is already working toward crew size reductions on its other trains.

According to BN spokesman Mike Wenninger in Fort Worth, the expediter trains will handle only *new* intermodal shipments from Seattle, Spokane and East Winona, but he added that if enough shippers ask for flatcar service in Montana, Winona Bridge trains might make stops there as well. When the first expediter trains roll east from Seattle in early April, their arrival at Spokane won't be met with a warm welcome; the threat of violence at Spokane is such that special agents were escorting Montana Rail Link crews to their trains at BN's Yardley facility during MRL's first few weeks of service. Despite their attempts at opposition, the UTU and BLE seem to have lost another round to BN. Still, the Winona Bridge Railway Company has one tremendous battle ahead of it—BRUCE KELLY.

MARYLAND MIDLAND Though it derives over 90% of its revenues from freight, the Maryland Midland sees its passenger excursion business as important. In February 1988, it debuted F7 100 (former C&NW 409) in its orange and blue passenger colors to compliment the MMID excursion equipment consisting of air conditioned coaches and a dome car. The authentic-looking paint scheme is made up of classic EMD "streamliner era" design elements rendered in CNJ tangerine and blue (page 2). Sister F7, C&NW 413, is slated for similar treatment after some mechanical work and will wear number 101. Both units were acquired from Rails Diversified of Akron, Ohio, in October 1986.

MMID recently sold its famous 65-ton Whitcomb centercab to American Aggregate of Columbus, Ohio, where it joins four other 65-ton Whitcombs. Of the total, only three operate.

The Maryland Midland operates several excursions throughout the year running two per month May through September, eight in October, two in November and three in December. The majority of the trips originate in Union Bridge and run to destinations along the scenic former-WM main line. Prices vary, but are quite reasonable. A 1988 excursion schedule is available with a self addressed, stamped envelope to: Maryland Midland Railway, P.O. Box A, North Main Street, Union Bridge, MD 21791.

MISSISSIPPI DELTA Operations began on December 31, 1986, of 59 miles of former-IC trackage in northwest Mississippi. Headquartered in Clarksdale, it connects with the ICG on its south end at Swan Lake and extends north through Clarksdale to Lula (near Trotters Point, on the Mississippi River, where the famous *Pelican* carferry connected to Helena, Arkansas; the line from Lula to Trotters Point is abandoned). From Lula, a branch extends eight miles south to Jonestown. The line started with two former-IC Geeps 8047 and 8068 painted in the road's red scheme (page 3). It has since acquired former-IC GP10 8047, ex-SBD GP7 2391, ex-IC SW9 1223 and former-SBD 3800 from Wilson Railway Equipment in Des Moines, Iowa.

ALABAMA & FLORIDA L&N heritage is evident in the paint scheme of the Alabama & Florida Railroad, which operates a 77-mile ex-L&N line in Alabama. Known as the L&N Georgiana branch, this was the railroad which departed the L&N Montgomery-Mobile main line at Georgiana and struck out southeastward to Graceville, Florida. It was cut back twelve miles from Graceville to Geneva, Ala., some time after the Atlanta & St. Andrews Bay built its line into Graceville in 1971. The A&F takes its name from the old Alabama & Florida Railroad which began before the Civil War and formed what became the L&N from Pensacola, Fla., to Mobile and Montgomery, Alabama. Locomotives are presently former C&O GP9s 6084 and 6076 (page 3) painted an attractive red scheme with L&N-inspired herald.

THE MID ATLANTIC RAILROAD Three brightly painted ex-N&W GP18s (950, 951 and 958) power the Mid Atlantic Railroad, which in November 1987 began operating 75 miles of former-ACL trackage along the North Carolina-South Carolina border. Its main stem is 35 miles from Mullins, S.C., east to Whiteville, N.C., on the old ACL line from Florence (Peedee), S.C., to Wilmington, N.C. The Mid Atlantic is headquartered at Chadbourn, N.C., where the former-ACL branch to Myrtle Beach struck out southeastward. The Mid Atlantic operates the top 39 miles of that branch from Chadbourn to Conway, S.C., and connects with the Horry County Railroad, which formed in 1984 to operate the lower 14 miles of the line into Myrtle Beach.

AMTRAK If CSX has its way, Amtrak will have to find an alternate route for the *Cardinal* between Charlottesville and Clifton Forge, Virginia. CSX is hoping to discontinue service on the old C&O Mountain Subdivision main line through Waynesboro and Staunton. The *Cardinal* is a New York to Chicago train via Washington, D.C., and Cincinnati running Tuesday, Friday and Sunday.

A likely new route would be to continue south on the Southern Railway to Lynchburg and use the C&O James River line to Clifton Forge via Balcony Falls. Amtrak ran an inspection train over that route on March 9 consisting of F40 409 and five cars including a CSX track inspection car and business car.

FORMER SP "SNOWFLAKE" The Orange Empire Railway Museum in Perris, California, is the proud recipient of Southern Pacific U25BE 3100. The first unit through SP's short-lived (two unit) U25B rebuilding program, the former 6708 was outshopped in September 1975 renumbered 6800 and wearing SP's Bicentennial "Snowflake" paint scheme (April '88 R&R, page 51). In June 1979 it was renumbered 3100 in traditional SP dress.

Prior to donation, the 3100 was the SP's last serviceable U25B and was in storage with the stacks capped at SP's Taylor Yard in Los Angeles. The unit was started up and worked its way over to SP's West Colton Yard where it was handed over to the Santa Fe. It arrived at the museum on February 2 in Santa Fe's San Jacinto Local with its engine still running.

The Orange Empire Railway Museum is located at Perris, California, roughly 40 miles east of Los Angeles on the Santa Fe's original route between San Bernardino and San Diego.

In the April '88 issue we reported that the four SP "Popsicle" U25Bs rebuilt with Sulzer prime movers were sold to Levin Metals in Richmond, California. Kenneth Harrrison of the SP Historical & Technical Society reports that this has changed. The four Sulzers were bound for Levin but were apparently brokered en route and sold to a private individual who intends to use two of the diesels to repower a historic tugboat. The other two units may return to Morrison-Knudsen at Boise. The units were initially delivered via the Alameda Belt Line and were then moved across the SP Fruitvale Bridge (at night) to storage at an industrial facility in Oakland.

THE WILMINGTON & WESTERN The Black Hills Central tourist railroad in South Dakota has purchased ex-Navy oil-burning 0-6-0T No.3 from the Wilmington & Western Railroad in Wilmington, Delaware. The saddle-tanker was built in 1942 by the Vulcan Locomotive Works and is too small for W&W's grades and train lengths. It was last used on December 6, 1986.

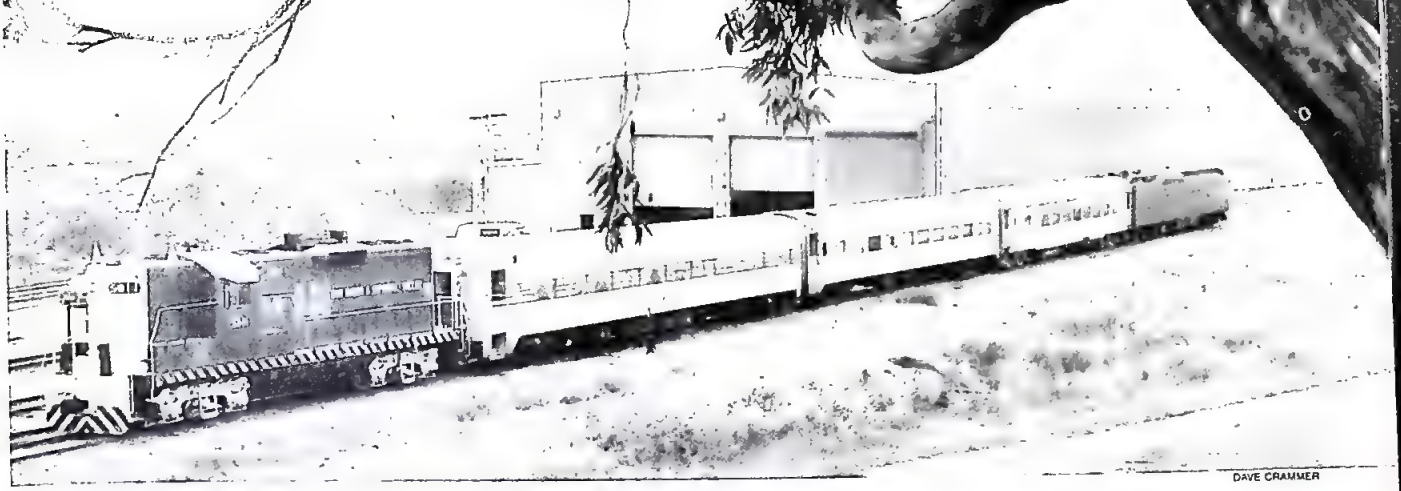
Also for sale is an ex-PRR B6sa 0-6-0 No.60. It is presently missing only a headlight, bell and whistle, and though otherwise complete it is in rather poor condition. They are asking $5000, scrap value. This is the last of that class in existence and would make a fine static display.

W&W's ex-Jersey Central 0-6-0 113 (Alco 1923) has been sold to the Lycoming & Reading Railroad of Minersville, Pennsylvania. Dr. Robert Kimmel, general manager of the L&R, plans to restore and run it as an anthracite coal burning locomotive.

W&W has a firm offer on Buffalo Creek & Gauley 2-8-0 14 from the Great Western Railroad Museum in McCloud, Cal. GWRM plans to restore it, but needs to find a way to ship it across the country. The 2-8-0 is in fair condition with a sound boiler but does need extensive firebox and tender work.

A deposit has been received for GG1 4934. It was one of nine "Gs" held for emergency service at Amtrak's Wilmington Shop and was in excellent shape before it was purchased by W&W, which claims it is one of the three remaining GG1s that can be made serviceable again.

The Wilmington & Western is owned by Historic Red Clay Valley, Inc., a non-profit all volunteer organization. HRCV is "cleaning house" of equipment deemed surplus by its board of directors. The

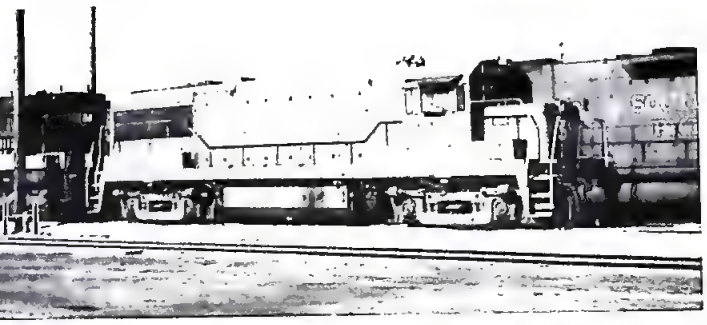


DAVE CRAMMER

TRASH-TO-RAIL-TRANSFER was promoted with a shippers special on the San Diego & Imperial Valley Railroad, shown ready to depart the SD&IV shops in San Ysidro, California, on March 5, 1988, with GP9 5911.

ROY A. EVANS

DARYL KNAPP



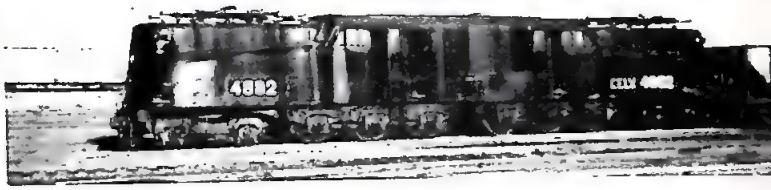
FORMER SP "SNOWFLAKE" U25BE 3100 has been donated to the Orange Empire Railway Museum in Perris, California. It is shown idling at SP's West Colton Yard on January 24, 1988, on its way to OERM.

AMTRAK ran an inspection train with F40 409 and five cars to check out the Southern via Lynchburg, Va., on March 9, 1988, as a new route for the *Cardinal*. CSX wants to abandon C&O's Mountain Sub.

EDWARD J. FEATHERS

THE WILMINGTON & WESTERN sold ex-Navy 0-6-0T No.3, shown at Marshallton, Del., on December 9, 1987, to the Black Hills Central in S. Dakota.

M.G. LOVIS



THE LONESOME MOHAWK, NYC 4-8-2 3001, is being joined by GG1 4882, shown at Conrail's Oak Island Yard on January 2, 1988, going to Elkhart, Indiana.

W&W is not in financial trouble; they are furthering a commitment to operate freight and passenger trains and are selling only equipment *not* within their collection goals. They are in no real hurry and are only selling equipment to parties technically and financially capable of handling it. The Wilmington & Western operates on Sundays from May through October over a former-B&O branch from Greenbank Station, five miles west of Wilmington, Delaware.

TRASH-TO-RAIL TRANSFER The San Diego & Imperial Valley operated a shippers special on March 5, 1988, to promote trash hauling over its railroad. The special departed from the SD&IV enginehouse in San Ysidro, California, and picked up its passengers, who arrived by San Diego Trolley, at the Mexican border. The trip ran almost 100 miles through Mexico and back into California to Jacumba, stopping for speeches at the Pacific Southwest Railroad Museum at Campo. At Jacumba, the train turned and headed back to San Ysidro. There were many photo stops, and the train consisted of SD&IV GP9 5911, private car *Lady Gaye Laurel*, Amtrak 5601, UP 576 and Pullman *Robert Perry*. The trip was a success and hopefully the SD&IV will succeed in its trash-hauling ventures.

The San Diego & Imperial Valley operates freight out of San Diego on the 18-mile branch through La Mesa to El Cajon and the 130 miles of ex-San Diego & Arizona Eastern east through Mexico (over the Mexican-owned Tijuana & Tecate Railroad) to Plaster City, Cal., and a connection with the SP. The line is is noted for its spectacular bridges and scenery.

THE LONESOME MOHAWK On May 2, 1984, New York Central L3a 4-8-2 3001 left the Age of Steam Museum in Dallas, Texas, bound for Elkhart, Indiana, and possible future restoration by the Lakeshore Historical Foundation. The purchase price for the "Lonesome Mohawk" was GG1 4906—and keep the change, thank you.

"We can always get another G," must have been the thoughts of the LHF members. Late in 1987, New Jersey Transit put several of its GG1s on a bid list, and, sure enough, the City of Elkhart won the bid on GG1 4882. It was shipped via Conrail in January 1988 and should be soon on display alongside NYC 4-8-2. Work on restoring the 3001 is to begin this summer.

Railfanning the Durango &

"The Silverton"

by Jim Boyd

"THE SILVERTON." Its name is legendary: a narrow gauge mixed train that became as much of a household word as the *Super Chief* or the *Broadway Limited.* It is an unusual situation in which the name refers to both a route and a train. The route is the 45 miles from Durango, Colorado, northward to Silverton; a three-foot gauge railroad built by the Denver & Rio Grande in 1882 traversing the otherwise-isolated canyon of the Animas River. The spectacular run through the canyon and the surrounding snow-capped peaks have made *The Silverton* one of Colorado's most popular and enduring tourist attractions.

Ah, yes, there's that word: "tourist." It's enough to chill the ardor of the most enthusiastic railfan. It conjures up images of phony diamond stacks, ridiculously-decorated trains and an ambiance that makes one yearn for the "authentic" grime of a trio of black SD40T-2s on a coal train.

Let's settle that one right here. Today's Durango & Silverton Narrow Gauge Railroad presents a more "authentic" and interesting appearance than did *The Silverton* in its last two decades of operation by the Denver & Rio Grande Western Railroad. Although the lettering on the engines and cars says DURANGO & SILVERTON instead of variations of RIO GRANDE, it is all tastefully handled in a very "railroady" manner, and there is obviously a great respect for the proper traditional appearance of the equipment.

The most notable example of this was the immediate removal of the fake diamond stacks from the three K28 Mikados immediately after Charles Bradshaw bought the line from the D&RGW in 1981. And most of the drastic changes in the Durango yard (the construction of the balloon loop and removal of the coaling tower in 1968) and the abandonment of the main line to Chama in 1970 were all done by the D&RGW, not the D&SNG. The changes that have taken place under Bradshaw's ownership have virtually all been positive.

When the Rio Grande was still running *The Silverton*, it was well known that in the summer the train was always booked up days or even weeks in advance, and they would often turn away one or two *trainloads* of people a day at the station, even though they would schedule a second train "as needed." As Mike Burke reported in our November 1981 issue, Bradshaw made the commitment to add engines, equipment and trains until they could accommodate as many passengers as showed up. The K28s are good for only 12 cars up to Silverton, and the Rio Grande resisted doubleheading. The D&SNG immediately went for a 15-car train when needed, doubleheading the K28s. Since that time they have upgraded the line to handle the biggest of the ex-D&RGW 2-8-2s and have built enough new cars to field four full trainsets. In the midsummer season, there are now four trains a day to Silverton and back.

PHOTOGRAPHY JIM BOYD EXCEPT AS NOTED

THE FIRST OPEN GONDOLA behind the engine is probably the best place to ride the D&SNG train; on May 28, 1987, the 480 (above) was crossing the Animas River truss bridge at Milepost 471.2. Marc Balkin (below) had his video camera trained on the view of the Animas River from the "High Line" on the return trip. Big K37 497 (left) was doing the Friday evening switching at Durango, lining up Saturday morning's trains.

Silverton

The expanded schedule and the authentic appearance of the locomotives and equipment makes the D&SNG one of the finest steam railfan experiences available in the United States. It is definitely worth at least two or three days in anyone's Colorado vacation schedule, either as a family outing or a strictly hard-core railfan photo venture. The train ride is not to be missed, and the price is appropriate and reasonable ($32.30 for adults and $16.25 for kids age 5 through 11). One advantage of the "tourist development" of Durango is the addition of numerous motels and eating establishments, both fine dining and fast food. If you plan to visit in the summer, however, you'd better arrange for motel accommodations in advance.

Ride the train

If you decide to visit Durango, by all means ride the train. About half of the railroad is inaccessible any other way except for a very long hike (see page 42). Although you can buy tickets on the day of the trip, reservations are

highly recommended, and tickets may be purchased in advance. The best option is to get your tickets by mail more than 30 days in advance; reservations made in 30 days or less will be held at the Durango station but must be picked up before 6:00 p.m. *the day before* your trip, which may be inconvenient if you arrive late in town. You may pay for your tickets by check, but they do not accept credit cards either by mail or at the depot.

Reservations are particularly important if you want to ride one of the open gondolas, as car and seat numbers are specified on the tickets. Incidentally, the cars are numbered from the *rear* of the train, so gondola No.1 is the one on the back end and the higher numbered cars are closer to the engine. The first car behind the engine is the best for sound, and the Mikado really puts on a show of stack talk on the Silverton-bound trip. For observing the engine, three or four cars back—or the gondola closest to the engine—will give the best listening and viewing combination, as the curves are sharp enough that the engine is often cut off from view from the rear of the train.

The 1988 season opens on May 7, with one train only, the *First Silverton Train*, scheduled to depart Durango at 8:30 a.m. On May 21 the *Second Silverton Train*is added, departing at 9:30 a.m. On June 6 the *Third Silverton Train* train is begins, departing at 10:15 a.m. The fourth regularly scheduled train of the season, the *San Juan Express*, has the earliest departure time of 7:30 a.m. All trains return to Durango in the order that they departed. The trains are dropped one by one off the schedule between August 21 and the end of the season on October 30.

From the standpoint of the most action for the money, your best bet is to ride the earliest available train. That way you will meet the following trains either at Silverton or on the road, and once you return to Durango you can then drive back north to the area around Hermosa to watch and chase the other trains parading back into town in the afternoon. This doesn't work as well in the morning as it takes longer to park your car and board the train.

From 1982 to 1986, the D&SNG operated all year around with daily winter runs up to a new wye built in the canyon at Cascade. Because of the troublesome snowslide area north of there, however, no winter runs were attempted all the way to Silverton. Though the numerous ski resorts brought plenty of people into the area, winter service was dropped as impractical in 1986. For a while, some summer runs were also scheduled to turn at Cascade Canyon. One operation that was discussed but never implemented was a train originating at Silverton. Presently, all trains originate at Durango.

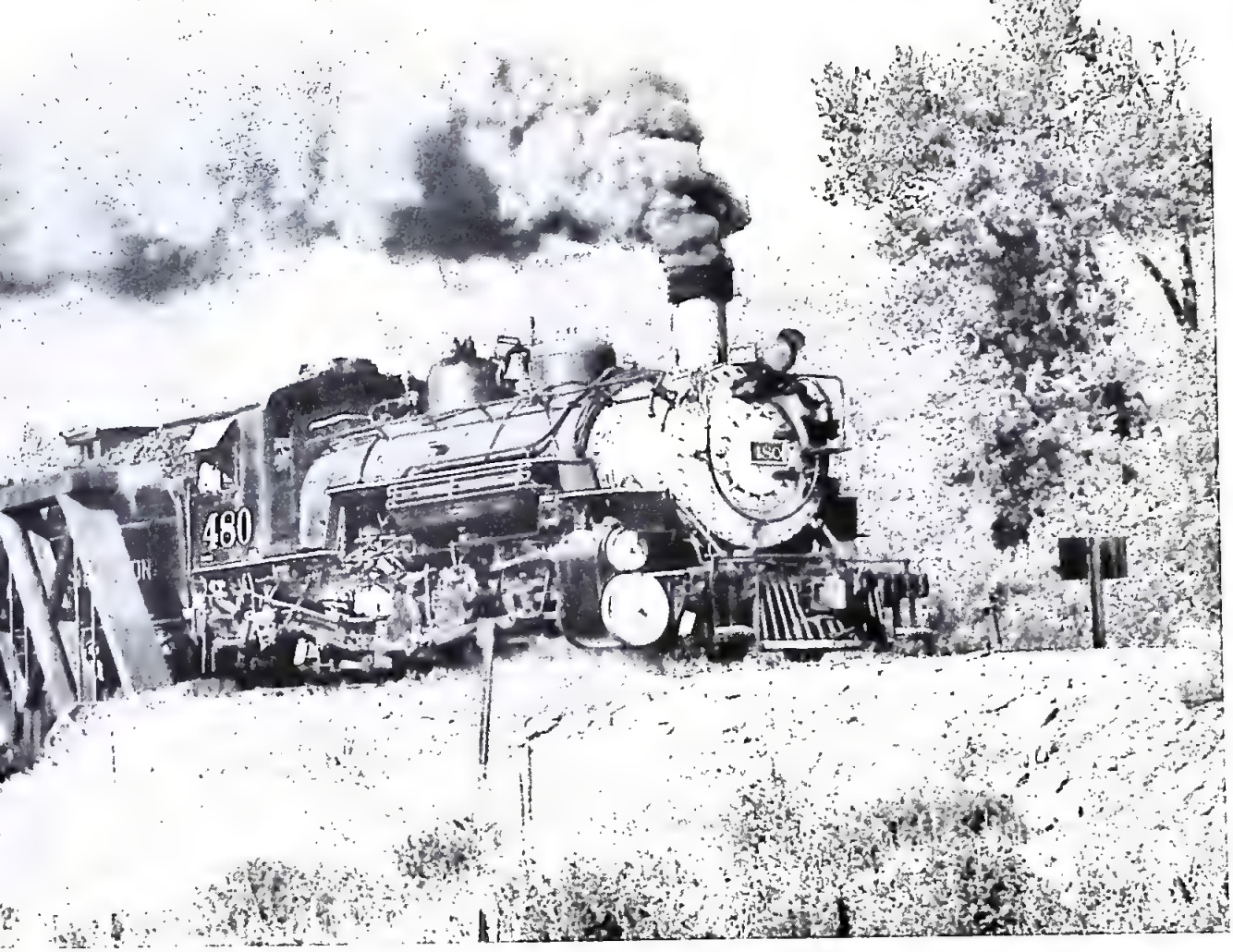
THE WOODEN TRUSS over Hermosa Creek just south of Hermosa Tank was beautifully lighted for the first train on May 29, 1987. The second train on May 27 (below) was traversing the rocks at "Beaver Creek Canyon," an easy walk south from Rockwood.

The chase is on

Once you have taken a day to ride the train and have acquired a feel for the operation, the heavy midsummer schedule can make for a great day of train chasing. Imagine a railroad running on schedule with four steam-powered passenger trains in each direction in daylight each day—and not a diesel within 50 miles in any direction!

The weather in Durango is generally good, though nothing is guaranteed. The odds are high, however, that you will get at least some sunshine on any given day. When we visited the D&SNG in May 1987, we got four days in a row of nearly identical weather. The mornings were crystal clear, with a little cloudiness developing from the north in mid-morning. The weather in Silverton ranged from 75° and sunny to 45° with snowfall (and that one snowy day went from blue-sky sunshine to sudden overcast with snow flurries back to sunshine and back to snow again about every 20 minutes . . . strange). By the time the first train got back to Rockwood the weather would be improving and generally sunny again near Durango.

The morning sun lights the Durango station area beautifully, and there is some fine action as the engines move out to get on their trains. Our cool May mornings made for fine white exhaust plumes. There are a number of settings in which to get the train leaving town, and the first Animas River bridge is an interesting combination of steel girder and steel and wooden truss spans (there is a nice view of the bridge from the road on the hillside east of the tracks above the south side of the river).

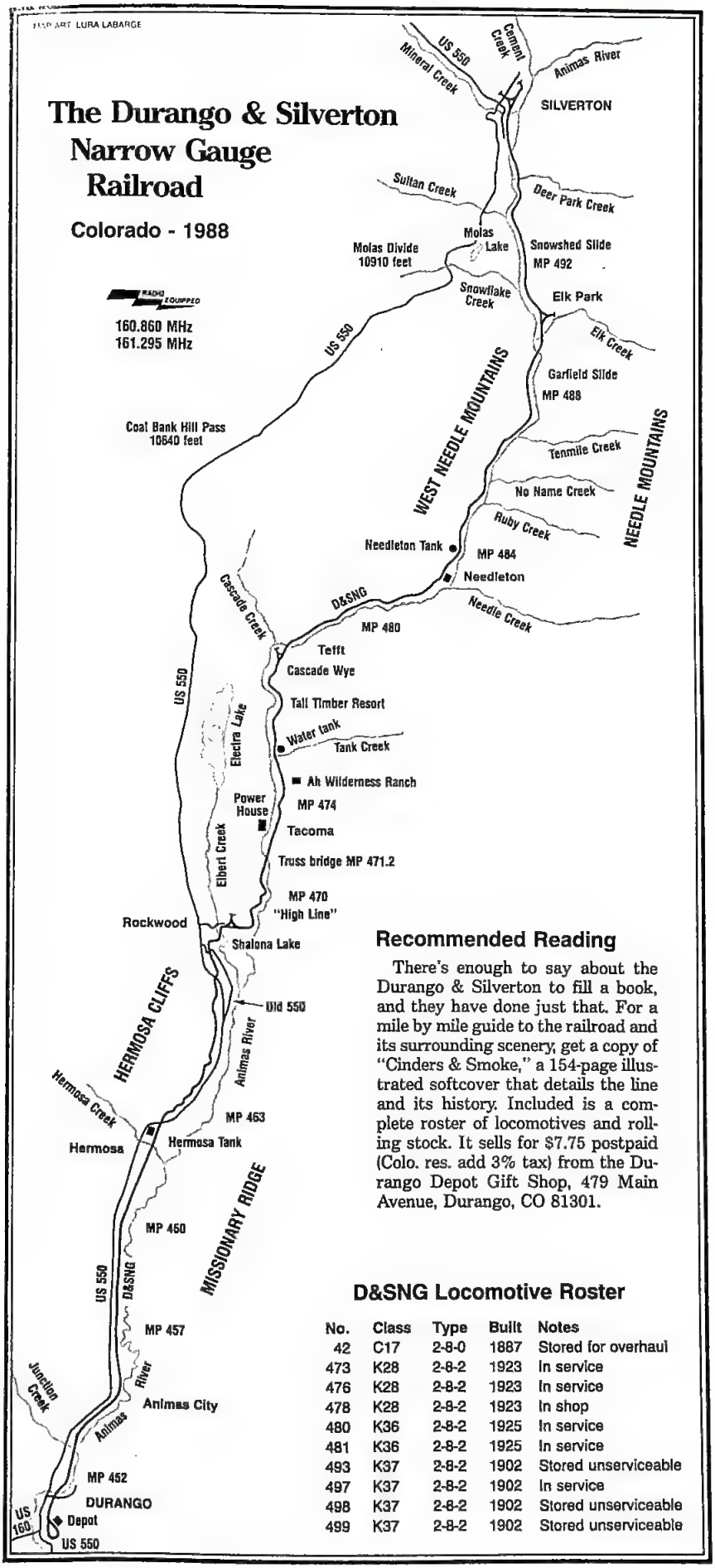

480

The run through the north side of Durango along the river is a bit crowded and hard to follow and photograph, though there are some good shots to be found. The "shooting a fish in a barrel" segment of the railroad is along the east side of Highway 550 beginning about five miles north of the depot and just beyond the "strip developed" commercial area that ends where the highway joins the track at Animas City. Here is a smooth, modern two-lane highway with a wide, fully-paved shoulder that is perfect for pacing the 20 m.p.h. train on the 55-m.p.h. highway. In the morning with the sun against you (perfect for "Jim Boyd dark side" shots), the best plan of attack is to hop-and-skip the train to set up at any number of crossings that provide access to the east side of the track. The local airport offers a superb grass-lawn vista for long movie or video pan shots. Also take note of the several small ponds just east of the tracks that become superb reflecting pools, as evidenced by this month's cover.

A PRIVATE POND south of Hermosa makes a great reflecting pool for the morning trains. The second train of May 29 was negotiating the first "shelf" on the High Line (below), 400 feet above the river. This shot requires a hike from Rockwood.

As you near Hermosa Tank, jump ahead to get the excellent shot of the northbound train on the wood truss Hermosa Creek bridge which you can reach by crossing the track at the tank and doubling back southward a short distance on the east side. With the addition of a steel water tank and chain-link fence around the maintenance compound, the photos at Hermosa Tank itself are a bit less than classic, although freight cars often spotted there as work train equipment may provide some interesting photo settings.

Just north of Hermosa Tank the highway crosses to the east side of the railroad as the track begins a 2.5% ascent onto the adjacent hillside. For the next four miles, the track climbs through the Junipers and Pine, finally popping into view above the highway at about three



Recommended Reading

There's enough to say about the Durango & Silverton to fill a book, and they have done just that. For a mile by mile guide to the railroad and its surrounding scenery, get a copy of "Cinders & Smoke," a 154-page illustrated softcover that details the line and its history. Included is a complete roster of locomotives and rolling stock. It sells for $7.75 postpaid (Colo. res. add 3% tax) from the Durango Depot Gift Shop, 479 Main Avenue, Durango, CO 81301.

D&SNG Locomotive Roster

No.	Class	Type	Built	Notes
42	C17	2-8-0	1887	Stored for overhaul
473	K28	2-8-2	1923	In service
476	K28	2-8-2	1923	In service
478	K28	2-8-2	1923	In shop
480	K36	2-8-2	1925	In service
481	K36	2-8-2	1925	In service
493	K37	2-8-2	1902	Stored unserviceable
497	K37	2-8-2	1902	In service
498	K37	2-8-2	1902	Stored unserviceable
499	K37	2-8-2	1902	Stored unserviceable

dramatic locations before reaching the new Highway 550 underpass. There are excellent views in both directions from both sides of the bridge—just exercise judgment and caution, making sure your vehicle is well off the road and taking care to look out for highway-speed traffic passing by.

On the county road that was the old Highway 550, there is a crossing just north of the new 550 overpass. The old 550 crossing is not particularly photogenic, but it is the south access to the "Beaver Creek Canyon" cliffs a half mile north above Shalona Lake (the south end is best for southbound trains).

About a mile north of the junction between old and new 550, there is a turnoff to the east that will lead you down a crooked road into Rockwood. The area along the tracks is all private property, so be considerate when hiking and photographing around Rockwood. The Beaver Creek Canyon cliffs can be easily photographed by walking down the track and ascending the eastern hillside just before the small bridge where the track crosses Elbert Creek. Follow the fenceline up the hill and you will pop out on a granite ridge that provides an grandstand view of the track snaking along a shelf on the cliffs above the lake. There are enough angles to view the track from here to please even the fussiest photographer, and the light is perfect for morning trains.

In Rockwood itself there is a small pond in Elbert Creek just west of a tight curve where the track makes a hard turn eastward. The old town of Rockwood offers a variety of backdrops for photographing trains in both directions with good light available any time of day from different angles. The wye here is used for turning work trains.

The parking lot just inside a fence on the north side of the track is used by the owners of the isolated resorts in the canyon as a base for operation of their motor cars that are used for transportation into the canyon (they get permission to use the track from the D&SNG dispatcher in Durango). Railfans hiking or photographing in the area should not park inside the fence; there is an open parking area nearby on the north side of the road. Rockwood is the last place you can reach the railroad by vehicle until you get to Silverton.

Hiking to the "High Line"

To the east of the town the track squeezes through the famous "Rockwood Cut" to enter the San Juan National Forest and the Animas Canyon itself. This is an impressive natural gateway to the canyon, and a few hundred yards beyond the cut you emerge to a vista of the canyon with the river

THE SILVERTON DEPOT serves the D&SNG as an office and freight house. In a sudden snow flurry, the 480 departed with the first train returning to Durango on May 29, 1987. An hour earlier (**below**), the 480 was backing out to wye as the 497 arrived at 12th and Blair Streets. The 497 (**right**) was being paced southward along Highway 550 near Hermosa.

over 400 feet below. Within the next mile the "High Line" rounds two spectacular cliff faces, clinging to a shelf carved out of solid granite. These are probably the most famous views on the railroad, and both are within a reasonable hike from Rockwood. Just be careful, this is rugged country and the drop-offs are as hazardous as they look. The vistas, however, are worth the effort. The light is particularly good for the morning trains, with the second cliff face lining up for better light on the earlier trains. The lighting should be good in the afternoon for southbounds at both locations.

If you're still eager for a longer hike, a mile north of the second cliff is the handsome deck truss bridge over the Animas River. This was one structure that had to be strengthened to permit operation of the 480 Class K36 and 490 Class K37 engines to Silverton (the Rio Grande never operated anything bigger

than the 470 Class K28s up the branch). There are some impressive views of the bridge from the nearby hillsides.

On to Silverton

Leaving Rockwood, you have to return to Highway 550 to get to Silverton. If you hike in only as far as the first overlook, you can get back out to Rockwood and still beat the train to Silverton with safe and legal driving. The drive over two mountain passes (Coal Bank Hill Pass, 10,640 feet, and Molas Divide, 10,910 feet) amid the snow-capped peaks is awesome, and flatlanders will notice with some chagrin that there are few guardrails on the cliffside highways. Spectacular telephoto views are provided from overlooks where the 550 emerges on the mountainside high above Silverton.

The north end of the canyon is at its narrowest and most spectacular in the five miles between Elk Park and the Animas River bridge on the south side of Silverton. Because of a working mine near the mouth of the canyon, the access road to the bridge usually ends at a locked gate, making the hike south into the canyon a bit longer. The track twists and turns along the very edge of the water in this area, and the hillsides are marked with ruins of old mines. This is also the area notorious for its numerous "snowslides."

In the winter, the Animas Canyon seldom gets severely deep or drifting snow. There are over a dozen paths, however, where the accumulated snow cascades down the mountainside, over the track and into the river. These slides gather rocks and trees on their way down, dumping the solid debris along with the snow on the track, creating an obstruction that would chew up a rotary snowplow (which explains why the Cumbres & Toltec Scenic Railroad in Chama has two rotaries and the D&SNG has none). The traditional snow-fighting equipment on the Silverton line has always been a sturdy locomotive-mounted wedge plow and a crew of workers with picks and shovels. In recent years a bulldozer brought in on a ramp-equipped flatcar has been the weapon of choice for clearing the snowslides in the spring (in late May, the snow was still packed around the track at the infamous Snowshed Slide).

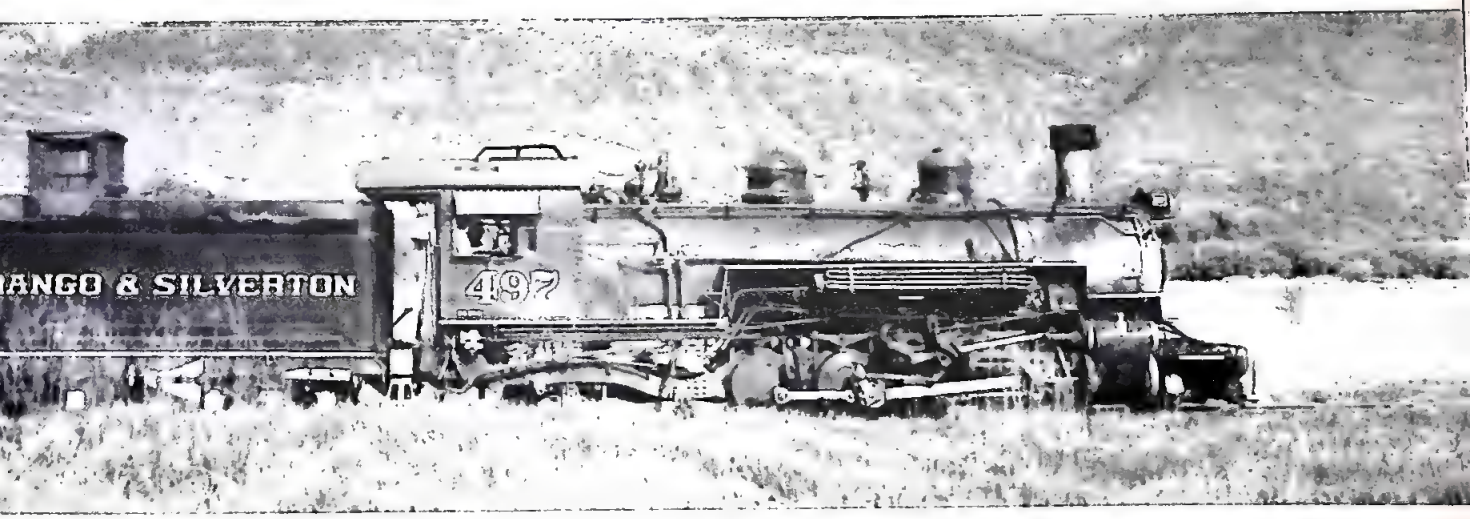
Silverton is the place that justifies every Wild West model railroad structure ever constructed. It is a surprisingly unspoiled frontier mining town with just enough modern conveniences to make it practical. The "tourist traps" are here, all right, but so are some authentic images. The town is worth your time to explore (you get two hours and 15 minutes layover when riding the train). My favorite place for lunch is the Bent Elbow Saloon, about a block west of the unloading stub tracks at the corner of 12th and Blair Streets. The first of these tracks was installed in the late 1950s so that passengers would not have to walk the six or seven city blocks from the depot to the downtown commercial district.

The old freight yard area in Silverton begins at the former passenger station a quarter mile southwest of the stubs at 12th and Blair. The handsome old depot is today used as an office and maintenance warehouse—and occasionally as a freight house, since the D&SNG is still a common carrier and will handle freight on its passenger trains as needed. A few freight sidings loop toward town between the depot and the wye, where a few remains of the livestock pens (page 58) can be seen.

As the passenger trains arrive in Silverton, they pull up 12th Street to the end-of-track at Blair. The passengers unload, and the train awaits the arrival of the one coming behind it. As the second train pulls in alongside, the first train backs out and heads for the wye to turn. It then shoves backwards to 12th and Blair to await departure time. When three trains are in town, the wye is used for staging them in proper order for their respective departures. What all this means is that there is a lot of back-and-forth action as the trains sort themselves out in Silverton, and the photo opportunities by the wye and depot, away from the tourist crowd, are excellent. Silverton is well worth the visit if you are chasing the trains.

The afternoon parade of southbound trains can begin with a departure from Silverton, and you can easily beat the train to Rockwood and have your choice of photo locations south of there. Highway 550 is great for pacing below Hermosa Tank, and you can follow one train to the edge of Durango and then turn back just in time to catch the next train below Rockwood. Incidentally, the railroad uses radios and has a good repeater system, but we could gather very little useful information on train locations by listening with a scanner (the track-inspection and fire-protection section speeders seem to use the radio more than the trains). The trains run pretty close to schedule, so judge your actions by the timetable rather than trying to depend on radio transmissions for location reports.

With late afternoon sun, the action at



"The Silverton"

A WORK TRAIN departed Silverton on May 27, 1987, with K36 481 and a classic freight consist. At Elk Park they picked up a bulldozer that had been clearing the last snowslide areas of the season. Such scenes are fairly common on the D&SNG in the spring and fall.

the Durango depot gets very interesting as trains arrive, are turned and get lined up for tomorrow—all with steam, of course, the D&SNG has no diesels. The photo opportunities around the crossing between the humorously "Victorian" McDonalds and the depot are excellent. However, no one is permitted into the engine terminal area without permission from the office and the escort of a security officer. We arranged for one evening and got some fine photos in the twilight sun but were turned down flat on a request for night photos. Whether an engine terminal photo request is granted or not will probably depend on how busy the security people are on any given day.

For the 1988 season, the D&SNG has five locomotives available for service: K28s 473 and 476, K36s 480 and 481, and K37 497. There are no specific assignments of engines to trains, but the three "big" Silverton trains will likely get the big engines with one of the K28s on the early and shorter *San Juan Express*. If one of the big engines is down for maintenance, doubleheading of the K28s may be required. On midsummer days when the RailCamp train is run (see page 44), all five engines will be required to cover the schedule.

Work trains

On the first day of our visit to the D&SNG in 1987 (Wednesday, May 27), we got a very pleasant surprise in the form of a "work extra" with the 481, which had just been outshopped and was using the assignment as a break-in run. At this time there were only two scheduled trains (using the 480 and 497), and the extra followed about an hour behind the second passenger train out of Durango. The northbound trip consisted of the 481 and handsome wooden caboose 0540, complete with kerosene markers. It ambled northward, paused for a check of the running gear at Rockwood and then disappeared into the canyon.

The train that entered Silverton more than an hour later was a ghost out of time. There was a twelve-car freight consisting of the 481, a steel bulldozer-ramp flatcar, wood boxcar 3315 and ten wooden gondolas, followed up by the caboose. All of the equipment was lettered D&SNG, but it was so naturally weathered that it looked exactly like a Rio Grande train. We were told that the cars had been picked up at Elk Park.

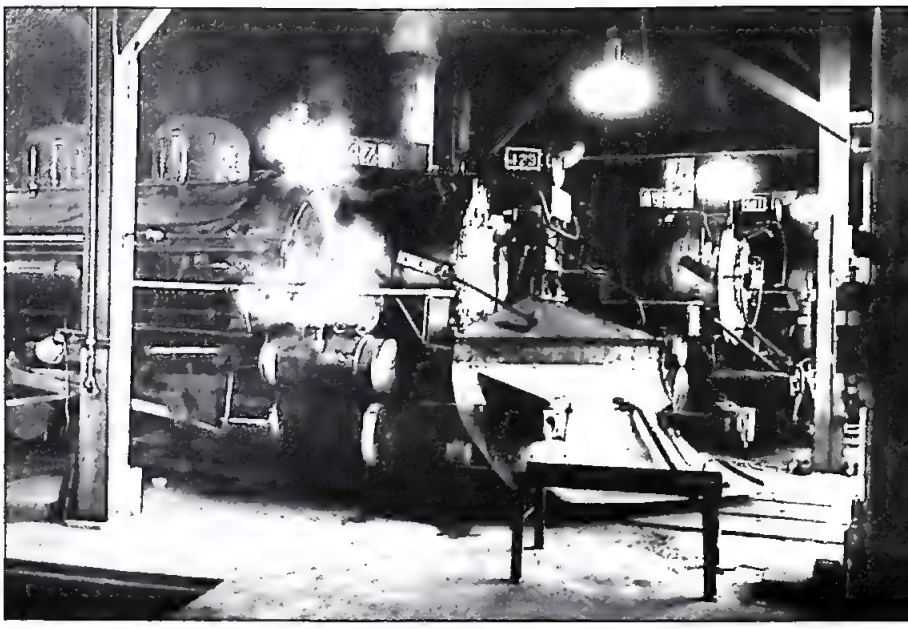
At Silverton, it shoved into the wye to let the 497 pass on the main line with the departing second passenger train (it had met the first train with the 480 in the canyon at Elk Park). The 481 then shoved eight of the gons into town and tied them down on a siding north of the depot. It then returned to the wye and departed town with the empty flat, the boxcar, two gons and the caboose.

Far from our view, it stopped in the canyon to pick up the bulldozer, which was on the flatcar when the train emerged from Rockwood Cut. Though the weather was overcast and the hour getting late, we watched the little freight work its way south to Hermosa Tank, where it pulled up and stopped alongside four former East Broad Top steel hoppers loaded with ballast. Though it didn't pick up the hoppers, it did the next best thing and set off the bulldozer flatcar in front of the tank. It then departed Hermosa with a picture-perfect consist of the boxcar, two gons and the caboose. What a welcome to the Durango & Silverton!

Since that visit, we encountered many railfans who had similar luck and caught work extras—including some with those EBT hoppers (see page 67). Work extras seem to be the most common in the spring and fall when the third and fourth passenger trains are not on the schedule. Their operation is difficult to predict in advance, but an inquiry at the depot or of the crews making up the morning passenger trains should reveal if a work train is called for any day of your visit.

As you can judge by the security around the yard and engine terminal, the D&SNG takes its business seriously. Tourists riding trains, not picture-taking railfans, are their bread and butter. We found the folks in the office busy and businesslike, polite but not particularly warm to railfans. This

presented no real problem and was like dealing with any working railroad. The crews were friendly and helpful, but, again, they were busy with their work. Requests for a tour of the engine terminal or car shop will probably be honored if you can tailor your visit to a time that is convenient to the railroad (spring or fall season and in the afternoon after the last train is tied up and the gates are locked but the extra security guard is still on duty). There are so many opportunities to see and enjoy the railroad, however, that the restrictions around the yard are a minor inconvenience.



"SPORT MODEL" K28 473 was simmering in the Durango roundhouse alongside K36 481 on May 29, 1987. It had the four East Broad Top hoppers (below) on a ballast train headed north from Hermosa on May 15, 1986. For a similar train, see page 67.

Thank you, Mr. Bradshaw

In 1962 the ICC denied the Denver & Rio Grande Western Railroad permission to abandon its Silverton branch, citing that it served "a distinct public need" and had enough tourist business to make it profitable. From that point on, the D&RGW decided to stop trying to strangle the line and make a real effort at running those tourist trains at a profit. They built new cars and expanded the service to avoid turning away the money-carrying passengers at the depot platform. They invested in the community of Durango and persisted in the business of tourist railroading even after the rest of the narrow gauge network had been abandoned or sold.

To them we owe a great debt. The Rio Grande is no villain here.

But realizing that an isolated tourist hauler was not in the mainstream of its business, the Rio Grande offered *The Silverton* up for sale. In March 1981 it was sold to Florida businessman Charles Bradshaw, and the Durango & Silverton Narrow Gauge Railroad was created. In the years since then, Mr. Bradshaw has invested heavily in making the improvements in the railroad that even the D&RGW had been reluctant to attempt. Old-timers still have a hard time believing the sight of a K37 in Silverton, and few in 1962 would have ever imagined a four-train daily schedule.

The promise that Mr. Bradshaw implied when he took the phony diamond stacks off the K28s has been fulfilled beyond expectation. He said that "it will never be rinky-dink, carnivalized or anything else." Though we can never return to the glory days of the 1950s, the D&SNG is a far better railfan attraction today than it was a decade ago. And for that, Mr. Bradshaw, we thank you.

GREGORY F. MONROE

HIKING THE D&SNG can produce photos like 497 here in Rockwood Cut or in the Animas Canyon narrows (top right) south of Silverton. The 473 (bottom right) was southbound in 1986 with a special on the Animas River bridge two miles north of Rockwood.

Hiking the Animas Canyon

by Gregory F. Monroe

It is possible to gain access to the very depths of the Animas River Canyon between Rockwood and Silverton, Colorado. Although it involves somewhat more effort than photographing the train from near the highway, the resulting photographic opportunities are well worth it.

There are essentially three ways to enter the canyon. The first and most obvious is to simply hike in along the Durango & Silverton tracks. This is about the only way to photograph trains passing along the "High Line" about a half mile north of Rockwood. At the north end, at virtually any location in the six miles between Silverton and Elk Park you are in the narrowest confines of the canyon with resulting spectacular views.

Be aware, however, that by walking along the tracks you are trespassing on railroad property, and the D&SNG has signs prominently displayed at the canyon entrances at both Rockwood and Silverton. If you do walk in, you will not likely be alone, though, as people hike in frequently for different reasons. You will likely meet fishermen, campers or day hikers in addition to a railfan or two. On a winter's day I once saw the tracks of people, a dog, horses and a snowmobile between the rails leading into the canyon at Rockwood!

The second way is to buy a ticket and ride on the train. The D&SNG will gladly stop in the canyon to let you off and pick you up on a return trip. There are even posted instructions at Elk Park (six miles south of Silverton) telling how to "flag" down a train. Hikers and campers regularly use this method to get deep into the wilds of the San Juan Mountains, staying for several days and then stopping a train when they are ready to return to "civilization."

During the height of the summer season (in 1988, June 20 through August 21) the D&SNG runs four daily trains from Durango to Silverton and return. A fan could ride the first train to Elk Park, spend a pleasant day in the canyon with six more trains to photograph and plenty of time between trains to seek out different photo angles before catching the final train of the day back to Durango.

The railroad also offers its special "RailCamp," a converted boxcar furnished for use as a camp base which is rented for a week at a time. The railroad will pull this "wilderness recreational vehicle" in a special train (a locomotive, the RailCamp car and a caboose) to a siding in the canyon on Monday and return for it on Friday (May 23 through September 30, 1988); the campers ride the caboose. This can give a group an excellent opportunity to explore the canyon and photograph numerous trains.

The third way to access the canyon is by hiking into Elk Park along a trail which leads down from Molas Lake, just off Highway 550 a few miles south of Silverton. It's been seven years since I took this trail, and I've only done it one time, so my memory is not clear enough to give directions on how to find it again. However, any good topographic map of the Molas Lake area should show this trail. Be advised, though, that you should not try this trail if you are in anything less then top physical condition and are used to high altitude uphill hiking. Unlike the downhill walk, which is a pleasant hour-and-a-half trip, the return journey is three to four hours of the hardest walking you will ever do. It's a 1500-foot rise in elevation over numerous switchbacks at over 9000 feet in elevation to begin with (Molas Lake is actually near the 11,000 foot mark).

And finally, a word of caution. No matter how far you plan to hike into the canyon, even if for only a mile or so, go prepared to spend the night. Take a backpack with a minimum of a heavy coat, extra pants (preferably wool or heavy long johns), extra socks, rain gear, food and water and fire-starting items (pocket knife, cigarette lighter, etc.). It can get down to freezing at night at this altitude even in the summer, and a twisted ankle or other accidental injury could well strand you overnight. Without these emergency items, you are in danger of suffering hypothermia, especially if you are wet from the frequent rainstorms that can blow over the San Juan. With these items, you will likely not be too comfortable, but you will survive.

PHOTOGRAPHY GREGORY F. MONROE, EXCEPT AS NOTED

But even what most would consider "bad" weather can be a pleasant experience. I once sat out a summer rain storm huddled under a waterproof "space blanket" deep in the canyon. The freshness of the canyon and the wind as the clouds scurried across the high peaks and the lush greeness of the grass and the colorful wildflowers, seemingly draped in many sparkling jewels, is an experience I won't soon forget.

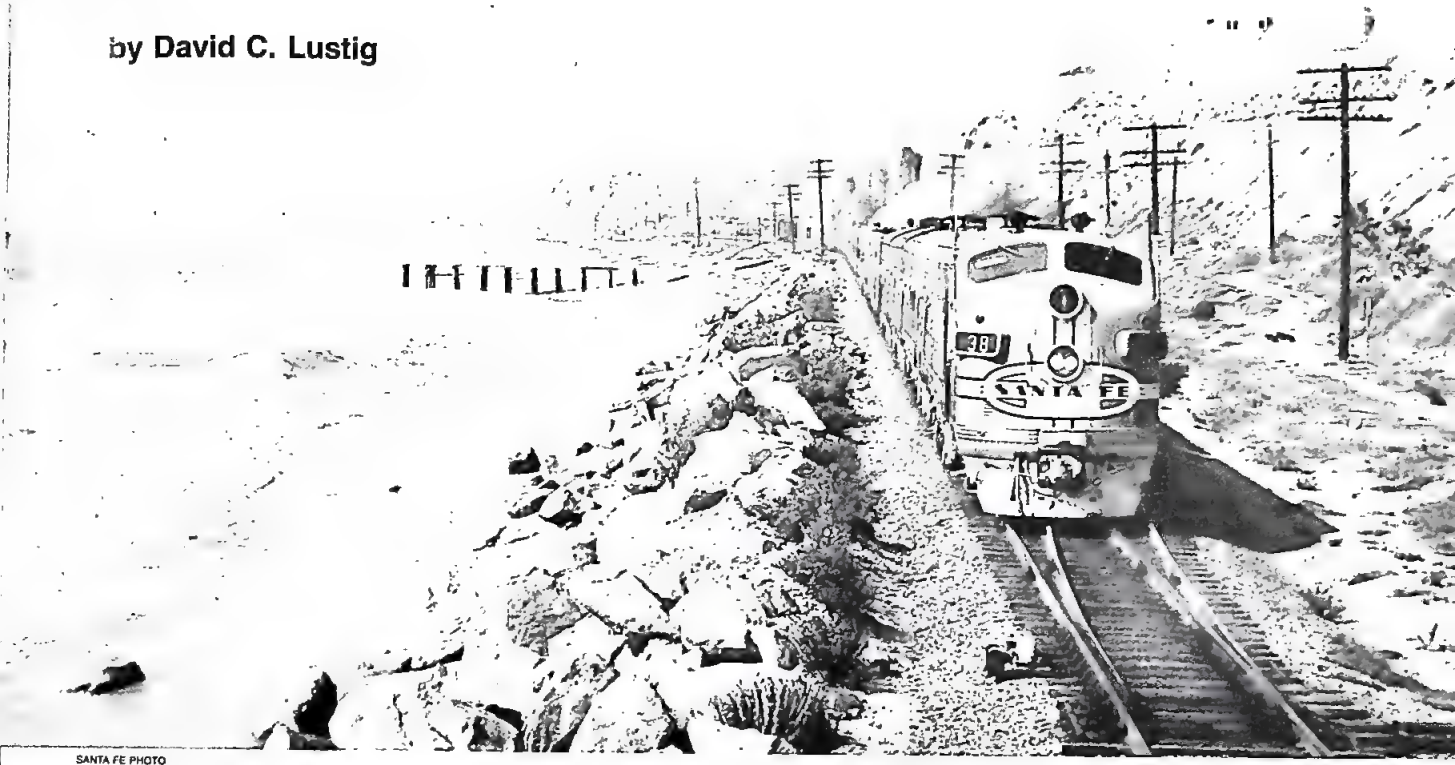
If you do hike the tracks, be always aware for the possible sudden appearance of a train or other vehicle traveling the rails. Even though there is about an hour between trains, an unscheduled work train could appear at any time, and the railroad frequently runs its section speeders ("pop cars") between trains. On the Rockwood end of the canyon, there is a big crew car that travels regularly between Rockwood and the power plant at Tacoma, three miles to the north. It is easy for one of these vehicles or a train drifting quietly downgrade to suddenly round a curve and be on top of you with no prior warning, as the canyon walls and rushing Animas effectively dampen any warning sounds.

When the Rio Grande was running their one Silverton train daily with a second "as needed," venturing into the canyon could be a lot of work for one or two photos. With the D&SNG four-train midsummer schedule, the six additional trains can make for a worthwhile day. So take a hike.

KEVIN IMFELD

THE "RAILCAMP" train was northbound at the Highway 550 overpass with 497, the camp car and caboose in May 1987. A bulldozer had been used to clear the "Snowshed Slide" (right) for the 480 to run on opening day, May 9, 1987. In 1981, the first year of D&SNG operation, the 473 (top) was southbound at Elk Park.

by David C. Lustig



SANTA FE PHOTO

A CLASSIC 1960s *SAN DIEGAN* HEADS SOUTH ALONG THE SURF NEAR SAN CLEMENTE.

Fifty Years of *San Diegans*

In an era where we routinely read about the latest fallen flag or what historic route is being ripped up through consolidation or lack of traffic, it is most comforting to know that sun, surf, the Santa Fe and *San Diegans* have thrived together now for over 50 years. Back in the 1930s the Santa Fe apparently considered its 128-mile "Surf Line" from Los Angeles to San Diego merely a connecting service, with its timetable No.15 printed sideways on the 25th page of its 38-page entry in the 1930 *Official Guide*. Although it listed four trains in each direction, nowhere could one find a directory of equipment or services. In March 1938 the Santa Fe put the Surf Line "on the map" with a slant-nosed EMC E1A diesel and a five-car stainless steel consist which could cover two of the four daily round trip schedules. The trains getting the streamlined equipment were named the *San Diegans*, and a fine tradition was born.

Although the Santa Fe still owns the railroad, Amtrak took over the *San Diegan* service on May 1, 1971. In addition to the 50th anniversary of the naming of the trains, the Surf Line is now in the news for its introduction of push-pull equipment, designed to eliminate the expensive wying of the trains at San Diego and to speed up equipment turn-around time. The push-pull cab cars are rebuilt *Metroliner* multiple-unit cars transferred from the East Coast. Amtrak expects 75% of the captive *San Diegan* fleet will be converted by mid-summer, and for local patrons and railfans alike, seeing a passenger train being propelled "backwards" at 90 miles per hour is an experience that takes a little getting used to. Folks living near Chicago, San Francisco or Northeastern commuter lines aren't really fazed by such operations, but the beginning of the service in Southern California has been media event for railfans.

Push-pull service officially began with Amtrak's October 25, 1987, fall time change. The first of the ex-*Metroliner* cab cars had begun migrating out from Amtrak's Wilmington, Delaware, shop months before. The *Metroliners* from which the cab cars were created are a fleet of 61 high-speed multiple-unit cars (800-889 in a broken series) developed in 1967 for the Pennsylvania Railroad's "Northeast Corridor" between New York and Washington, D.C. The "Corridor Cars" went into revenue service under Penn Central on January 16, 1969. Although the cars were tested to 164 m.p.h. and regularly operated at 120 m.p.h., they were spectacular but troublesome. When the AEM7 electric locomotives arrived in the early 1980s, the *Metroliner* name was given to the express *service* with AEM7-hauled trains, and the 800-series m.u. cars were renamed *Capital Liners* and then assigned to Philadelphia-Harrisburg "Keystone Service." Most were soon retired to storage at Wilmington. It should be noted, however, that although they were only a qualified success as m.u. cars, the *Metroliners* served as prototypes for Amtrak's highly-successful Amfleet cars, built by Budd beginning in 1975 using the tooling set up for the *Metroliner* carbody shells.

At Wilmington, the cars had been stripped of their pantographs, traction motors and roof-top "bulges" and had their interiors completely renewed. According to Amtrak officials in L.A., however, the cars have been coming

TOP: BRUCE KELLY / INSET: JIM BOYD

THE CAB CARS for the *San Diegan* push-pull service were created in Amtrak's Wilmington, Del., shop from *Metroliner* m.u. cars like the ones shown (left) at Newark, N.J., in 1980. Note the roof scar from the removal of the top equipment housing on the cab car (above) on Train 573 near El Toro, Cal., on March 2, 1988. F40s and Amfleet have been standard on the *San Diegans* the late 1970s, as evidenced by the 214 (below) northbound at San Clemente in July 1981.

from Wilmington in various stages of completion. While all the major reconfiguration work had been completed, each car arrived in a different state of "undress," with some having received all the finishing touches and others requiring additional work in Los Angeles. Ten cab cars will make up the L.A. fleet.

During the training period when crews were instructed in the art of driving a speeding train backwards, Amtrak kept the cab cars off-limits to passengers, wanting the adjustment period to be completed with as few crew interruptions as possible. When the training was over, however, the cars were opened up to everyone.

Though push-pull is a proven safe concept, the *San Diegans* are presently the fastest diesel-hauled trains in that type of service (Maryland MARC presently runs its electric AEM7s on the Northeast Corridor at 90 m.p.h. in "push" and 105 in "pull," while most diesel operations top out between 79 and 85 m.p.h.). Both Amtrak and Santa Fe are concerned about the possibility

DAVID C. LUSTIG

of a grade crossing incident and are watching the operation closely. The Santa Fe, which owns the track, is less than comfortable with trains running 90 m.p.h. in push mode on the 39-foot jointed rail, some of which has been in place since the 1940s, and work is under way to install continuous welded rail. If the *San Diegans* build up a good safety record, it is a sure thing that Amtrak will expand its push-pull concept to other routes.

As of March 1988, with more cab cars yet to arrive, Amtrak's operations people in Los Angeles say there is no particular routine as to which trains are still "straight" and need wying and which get the cab cars. In many cases, explained one employee, it's just where all the equipment is at the end of the day that determines who gets what the next morning.

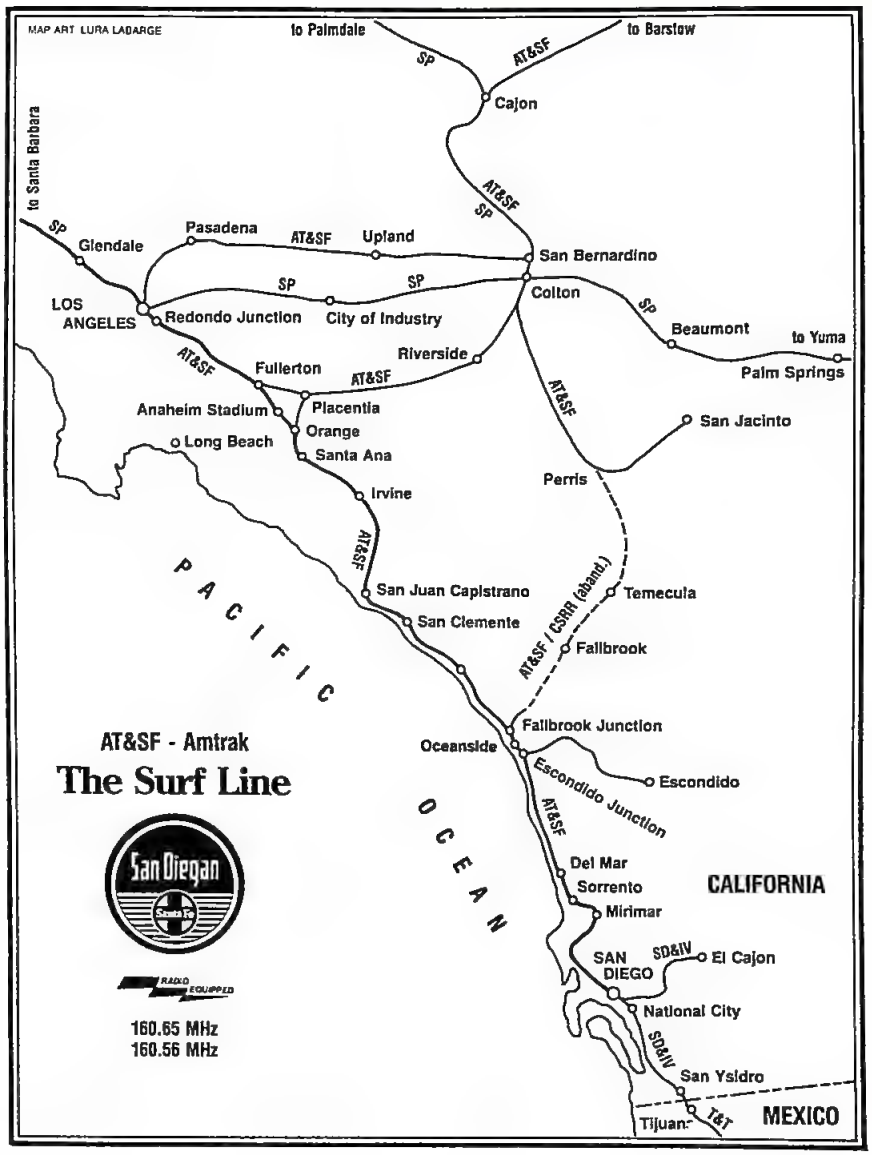
"Home" for the *San Diegans* is Amtrak's yard and engine facility in central Los Angeles. Better known as the former Santa Fe Redondo Roundhouse and coach yard, it is bordered on one side by Santa Fe Avenue and on the other by the cement-lined Los Angeles River. This beehive of activity handles not only the *San Diegans* but the *Southwest Chief*, *Coast Starlight*, *Desert Wind* and the *Sunset* as well.

In the coach yard there are cars to be serviced, inspections to be made and schedules to be juggled as equipment comes in and out of rotation. Five complete trainsets are required to cover the *San Diegan* schedules, and a sixth set is always on hand to be quickly assembled to pinch-hit in case of an emergency. The Surf Line gets the only Amfleet cars in the L.A. area, however, as all other trains are made up of Superliner equipment.

At the roundhouse, the *San Diegan* F40PHs intermingle with similar units that work the transcontinental trains. The *Sunset* provides the only relief from a steady diet of cowled EMDs, as the tri-weekly Los Angeles-New Orleans train regularly gets General Electric P30CHs or a combination of a "Pooch" and an F40.

While most of the population is sleeping, the San Diego Surf Line is getting ready to start another busy day. Even before dawn breaks over the Pacific Coast, it is San Diego that takes the honors for the first *San Diegan* of the day with the departure of No.571, weekdays only at 5:25 a.m. The first southbound run is No.570 at 6:15 a.m. daily out of Los Angeles Union Passenger Terminal (LAUPT). If both are on time, they will meet just north of Santa Ana.

Two trainsets lay overnight at San Diego, and the second departs as No.573 at 6:45 a.m. The 9:45 a.m. northbound train is covered by the first train down from L.A. And so it goes throughout the day, with trains turning north at 11:40 a.m. and 2:45, 4:45, 7:45 and 8:45 p.m., for a total of eight round trips every day. Incidentally, on this geographically north-south railroad, trains head timetable "east" from L.A. to San Diego.



Rails into San Diego

While San Diego is a minor player on today's Santa Fe freight team (one daily freight—albeit a giant one—from San Bernardino each night), there was a time in the 1880s when it was one of the railroad's last hopes for securing a Pacific Coast outlet free of Southern Pacific interference.

At that time the only good natural harbor south of San Francisco was San Diego Bay. While today it is the ports of Los Angeles and Long Beach that handle the bulk of rail/ocean freight tonnage, in the 1880s equipment that could create such man-made harbors was nonexistent. San Diego, therefore, was a natural port for international commerce.

But the Santa Fe was not the first railroad to show an interest in San Diego, and the town fathers were skeptical. When the Santa Fe, operating under the name California Southern Railroad Company, opened up a small office in town, nobody was particularly excited. And there was good reason.

When the city planers had previously asked robber baron Jay Gould to build a line to San Diego, they reportedly were rebuffed with, "I don't build roads; I buy them," a line tacky enough to have come from Commodore Vander-

SANTA FE PHOTO

bilt. Other railroads thought of building towards the city, and some even attempted surveying and grading, but most were stopped either by finances or other irons in the fire. So by the time the California Southern announced that it was interested in bringing rails into town, everyone took a wait-and-see attitude.

But this was not just another speculation venture, and once convinced, San Diegans quickly put $25,000 in cash and almost 18,000 acres of land at California Southern's disposal, including considerable waterfront area and part of the old Rancho de la Nacional just south of town. Today that ranch is called National City.

By March 1881, CSRR Chief Engineer Joseph Osgood had construction gangs hard at work, heading northward. Meanwhile, the *Trafalgar*, a four-masted sailing vessel, docked at San Diego a little over three months after leaving Antwerp, Belgium, its hold filled with European rail taken around the Horn. The first rails were spiked right onto the specially-made wharf, and the first steam engine was lowered onto its track. As the months went by, more and more railroad came in by ship.

But why, if the Southern Pacific was as close to San Diego as Colton, a mere 130-odd miles north, did spikes, rails, tie plates, locomotives and cars have to come all the way from either Europe or the East Coast via South America? (Ties came by ship from the Pacific Northwest.)

The answer unfortunately is, unlike today, the railroads didn't have to cooperate with each other back then. And most of the time, when it was to their advantage not to, they didn't. For the Southern Pacific, giving the Santa Fe access to a Pacific port was one of those times. If the SP couldn't stop them, at least they would make sure they would do nothing to help.

Meanwhile construction continued.

By January 1882 the California Southern was operating all the way to Fallbrook, some 50 miles to the north of San Diego, and surveying and grading were going well into the crossing of the Santa Ana Mountains, bound for San Bernardino via Temecula Canyon. It was here that the local folks warned the construction crews that traversing Temecula Canyon was a risky proposition at best, as it was known to be a flash flood area. But sometimes he who knows least thinks he knows best, and the surveyors continued on their way, reaching Temecula March 22, 1882, and driving spikes at Colton by the end of August. But there the line sat.

According to James Marshall's long-out-of-print, "Santa Fe, The Railroad That Built an Empire," the SP really didn't think too kindly of the Santa Fe (in the guise of the California Southern) reaching San Bernardino and then planning to scale Cajon Pass to link up with the rest of the railroad at Barstow.

So the case was taken to court, with the Santa Fe demanding the right to build a crossing over the Southern Pacific. The SP steadfastly denied the request. Meanwhile, the Santa Fe was building a four-mile stretch of track from San Bernardino to Colton, and the only obstacle separating it from the San Diego line was the SP. Determined Santa Fe tracklayers tried to install a crossing frog after every SP train went by, but the SP quickly moved in a 4-6-0 to occupy the spot after each passing. The Ten-Wheeler would move only long enough to let the next train through before resuming its "squatter's rights."

Finally, in the last week of August, looking more like an overgrown tug-of-war than a desperate fight between two corporate giants, Santa Fe crews got to the track when the 4-6-0 wasn't in place and quickly laid in the frog. Only two weeks later, on September 4, the first passenger train from San Diego tooted into San Bernardino with a grand celebration.

Ah, but all that ends well does not always stay well. For in February of the next year it rained. And rained some more. And when the ground was fully saturated and could hold no more water, it rained lots, lots more. And just as the locals had warned the original surveyors, gone was mile after mile of Santa Fe track from Temecula Canyon (ocean-going ships reported finding ties from the canyon 100 miles off the coast). Now that's rain. And San Diego was without rail service for nine months.

When the railroad was rebuilt, the engineers wisely decided to avoid Temecula Canyon, making two long branches out of what remained and running a new line up the coast through San Juan Capistrano and cutting over to Santa Ana. Today, the "Surf Line" officially ends at the connection with the busy east-west Santa Fe main at Fullerton. The original line from Oceanside to Fallbrook is gone, as is all but the backward-J shaped San Jacinto Branch.

Santa Fe days

While Amtrak's Surf Line can be described as modern and efficient, using the latest power, those words can characterize most periods of the line's existence. Before there was Amtrak, the Santa Fe was very big in the Surf Line passenger trade. Throughout the 1920s, the San Diego service was standard and solid, a respectable connection for the name trains that swarmed into Los Angeles. The 1930 *Official Guide* listed four trains in each direction, all with 70-series numbers. Half of the trains made all intermediate stops, while the other two in each direction were expresses.

But the Santa Fe apparently thought better of no-name trains, and on March 23, 1938, they brought in a streamlined consist with an EMC E1A diesel. That equipment could cover the two express trains in each direction, and with proper ceremony those schedules were named the *San Diegans*. The named trains made only two or three intermediate stops, compared to the ten that was the norm for the other trains.

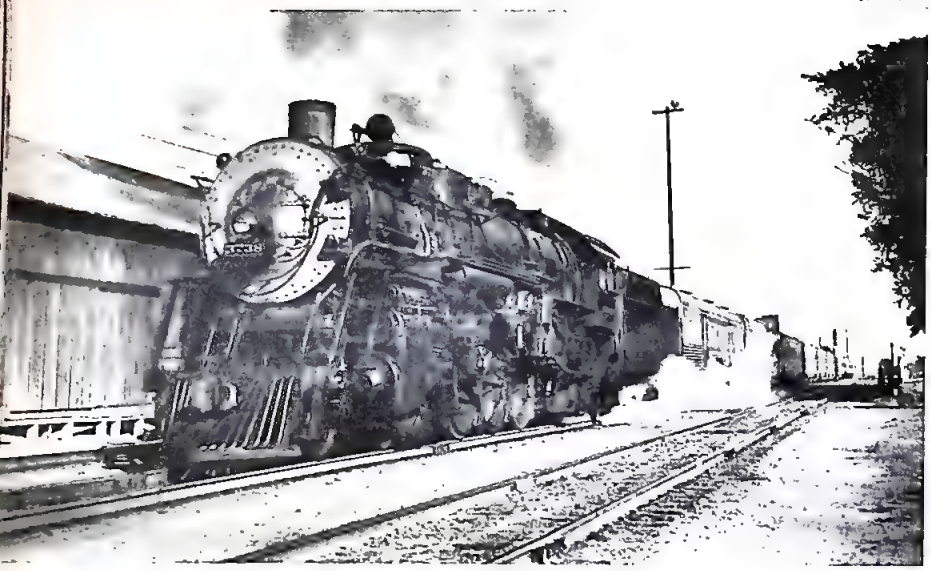
According to Wayner's "Car Names, Numbers and Consists," the 1938 *San Diegan* was made up of baggage-mail car 3400 (built for the first lightweight *Super Chief* but never used on that train), two 60-seat chair cars from the 3072-3101 series built for the *Scout*, lunch counter-tavern car 1500 and parlor observation 3240. All the equipment was Budd stainless steel in Santa Fe streamliner styling. As the trains grew in popularity, additional coaches would be drawn from the lightweight pool in L.A.

Incidentally, the *San Diegans* began service in March 1938, a year before the new Los Angeles Union Passenger Terminal opened in May 1939. Like the other San Diego trains, they used the

RAILROAD MAGAZINE COLLECTION

SAN DIEGO'S Santa Fe Station has undergone some changes over the years but is still one of the most beautiful railroad stations in the country. The overhead view appears to have been taken in the 1950s; a high-hood Alco switcher is in the yard, and they were retired in 1964. The road power, of course, is a classic A-B-B-A set of red wardonnet F7s. Some exotic power has found its way to San Diego, such as Santa Fe's only A-B-A Fairbanks-Morse Erie-Built set (90L/90A/90B) shown in this undated photo.

STAN KISTLER



THOUGH THE *SAN DIEGAN* name came with diesels and streamlined equipment, steam was not uncommon in the 1940s, such as 4-8-2 3738 on No.77, shown getting out of Oceanside on July 13, 1947. Santa Fe's only two Budd RDC1s (M191/M192) were used on the *San Diegans* before being wrecked at Redondo Junction in 1957.

Santa Fe's old La Grande Station on the west bank of the Los Angeles River at Second Street.

From the pristine simplicity of one diesel train and two steam heavyweight consists in 1938, the San Diego trains were entering two decades of incredibly interesting and varied service. As equipment and diesels became available, additional 70-series trains were speeded up and given the *San Diegan* name. In 1948, with five trains each way a day, four were limited-stop *San Diegans* and two were all-stop locals. By the mid-1950s, however, even the all-stoppers had the name. Operating as second sections of the regular trains, specials were frequently run to the race track at Del Mar, bringing in an exotic array of rolling stock and power.

While most of the passenger cars and a few E1A diesels were "dedicated" to the Surf Line, additional motive power was often drawn from the transcontinental pool laying over at Redondo Roundhouse. The *San Diegans'* diesels could be anything wearing a warbonnet that showed up in L.A. And the steam-powered trains would get 4-6-2s, 4-6-4s, 4-8-2s or 4-8-4s—and if a diesel wasn't available, steam would occasionally find its way onto the *San Diegan* streamliners. The San Diego trains were also popular for breaking-in steam engines fresh from overhaul at San Bernardino Shop.

The early diesel years saw the full gamut of Santa Fe diesels venturing into San Diego. The E1As rubbed shoulders with Fairbanks Morse Erie-Builts, FTs and E6s. When the E1As were sent back to La Grange, they soon returned to the Surf Line as E8m's. Of course warbonnet F3s and F7s became commonplace.

The Santa Fe even tried a pair of Budd RDCs, only to have them involved in a tragic accident at Redondo Junction. While they were eventually rebuilt in the mid-1950s, the Budds never returned to the Surf Line and were banished to the Plains states.

In the early 1960s the Surf Line became a refuge for the grandest of the Santa Fe's warbonnet passenger diesels, the Alco PAs. Back-to-back A-A sets became the standard power, and for a time the only EMD you would hear at the San Diego station would be from one of the 51L or 51B, each re-engined with an EMD 1750-h.p. 16-cylinder 567. The few trains that didn't get PAs would be assigned F-units—in the red warbonnet, of course.

SANTA FE PHOTO

Comes Amtrak

On May 1, 1971, Amtrak inherited three round trip *San Diegans* and kept the service essentially intact, even experimenting with one through train from San Diego to Seattle. Amtrak leased Santa Fe F's to hold down the *San Diegan* schedules. The only PAs that survived to see Amtrak were the four former-Santa Fes on the Delaware & Hudson.

Eventually the F-units were withdrawn from service and replaced with Amtrak's new "bloody nose" SDP40Fs. But for a while the big cowls were in too short supply to be tied down in captive service. Railfans had one last chance at variety before the F40s arrived when Amtrak brought in some E9s in the summer of 1975. Since then, however, the F40s have come to the Surf Line to stay. And now it's the push-pulls.

At this point one might assume that the *San Diegans* are an Amtrak afterthought, hanging on by a thread. You could not be further from the truth. With extensive support from the state of California and the on-line communities, the Surf Line has developed into

NEXT MONTH: Photos of the transition from steam to diesels on the *San Diegans*.

TOP AND BOTTOM EKTACHROME BRENDA M BAILEY

BELOW KODACHROME MIKE THOMAS

THE SURF LINE is probably most fondly remembered for its appearance in the late 1960s when it was home for Santa Fe Alco PAs and EMD F-units. Tucked into the racetrack wye at Del Mar, F7 40 heads up a race train, as PAs 55 and EMD re-engined 51 roll a *San Diegan* northward in February 1969. PAs 69 and 67 were southbound with a classic consist along the bluffs at Del Mar (**below**) in July 1966. When Amtrak arrived in May 1971, the service was down to three trains each way a day, and eventually the leased Santa Fe F-units were replaced by Amtrak's own SDP40Fs, like the 527 (**left**), shown at the San Diego station on July 16, 1975. Today the motive power variety is gone, replaced by F40s and cab cars (see page 66), but the service is up to eight *San Diegans* each way a day.

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DAVID C. LUSTIG

Amtrak's second most heavily traveled corridor. The eight trains a day on the 1988 schedule are greater than the Santa Fe fielded at the height of World War II. It is a tight schedule and heavy patronage that requires the efficiency and economies of push-pull operation.

Interestingly, the Amtrak Surf Line service owes some of its present-day success to a proposal a few years ago for a new Japanese-style "Bullet Train" line to be built between L.A. and San Diego. The proposal was so seemingly outlandish that many of the involved communities began to take a serious look at what they already had—and focused their support with Amtrak. Of course California's legendary traffic-jammed freeways don't hurt the image of the 90-m.p.h. *San Diegans*, either.

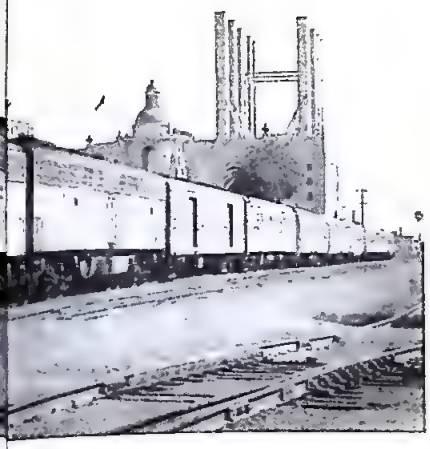
Railfanning the Surf Line

A typical *San Diegan* leaves LAUPT and quickly curves southward behind Mission Tower at the terminal throat and follows west bank of the Los Angeles River south. Within moments Amtrak's car facility and roundhouse appear on the right, followed quickly by the subtle *ka-chunk* of the crossing at Redondo Tower. It is near here that the RDCs met their fate, apparently negotiating a curve at too high a speed and careening onto their sides. Past Pico Rivera and Los Nietos, La Mirada and Buena Park, the first stop for all *San Diegans* is 25 miles down the line at Fullerton.

Fullerton is an important center for the Santa Fe, for not only is it on the Los Angeles-San Bernardino main line,

MIKE DEL VECCHIO

THE BEKINS WAREHOUSE still stands, but is no longer a Bekins facility. This was March 15, 1988.



but it is the junction where the San Diego line splits off. Between here and L.A. a myriad of heavy freights, local switch jobs and Amtrak's *Desert Wind* fight for track space with 16 *San Diegans*. It can get busy.

Departing Fullerton southward (timetable eastbound to San Diego), it's a quick 4.5-mile sprint to the next stop, listed in the Santa Fe timetable as Anaheim Stadium. And that is exactly what it is, next to the nearby playing field which hosts a number of pro sports teams. Another five miles farther down is Santa Ana, with its impressive and modern new "Transportation Center" bus and rail station.

From there it's a non-stop up and down shot 22 miles to San Juan Capistrano where the *San Diegans* stop at one of the oldest stations on the line (now a restaurant that provides space for Amtrak passengers to wait) and within sight of the famous Mission where the swallows come home to roost. To get to this point the trains traversed their highest elevation on the line, just over 400 feet above sea level at El Toro.

By this time, most of the sprawling suburbs of Los Angeles and Orange Counties have been left behind, and a rider can easily get the feeling of what it was like 20, 30 or even 50 years ago to be a *San Diegan* patron. For here the rails quickly dip down to the beach that gives the Surf Line its well-earned name and hurry on their way to San Clemente, now a stop only for trains 574 and 583. It was near San Clemente, when it was the western home for President Richard M. Nixon, that Secret Service agents would inspect every *San Diegan* as it flashed by.

Today, the rails through San Clemente give the rider a view of the girls on the beach and the surfers in the water (thanks to wetsuits, surfing is now a year-around sport here). San Clemente is also a focal point for a hazard unique to the Surf Line: it is considered a proper ceremonial end for a damaged surfboard to prop it up in the middle of the track and have it dispatched to the hereafter by a fast-moving F40.

The surfside running continues another 30 miles to Oceanside, which is right next to Camp Pendleton, which makes this United States Marine Corps country. Oceanside is also two miles south of Fallbrook Junction, where the original California Southern line veered off into Temecula Canyon. It is also home for the only Santa Fe local freight job to be based on line between Los Angeles and San Diego. Usually operating a trio of GP30s or GP35s, it handles the Escondido Branch and industries.

THE AMTRAK ERA found E9s 416/452 (UP 911/Milw. 35B) at San Diego (top) on August 31, 1975, and a Rohr Turbo working its way to the East via San Juan Capistrano in May 1976.

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A NORTHBOUND *San Diegan* glides between the community and the beach at San Clemente on March 15, 1988. Typical of tomorrow's trains, it has an F40 and a push-pull cab car.

A mere 18 miles further south is luxurious Del Mar. Perhaps the alter ego of lean-and-mean Oceanside, it is the home to the horsey set and boasts one of the finest racetracks in Southern California.

It's bye-bye to the smell of sea air and back into the low coastal mountains for the tracks as the *San Diegans* will now face their stiffest climb, three miles of 2.2% grade to Miramar, followed by an approximately five-mile jaunt of 2% downgrade almost back to sea level. A little further inland than at San Clemente, the train is still within sight of the Pacific Ocean as it makes its way into San Diego. The train pulls up and stops in front of one of the most beautiful railroad stations anywhere, with its Spanish mission architecture maintained to spotless perfection, both inside and out. Although there have been some changes in the platform area, and parking lots invade the palm-draped spaces of yesteryear, San Diego is still a railroad station worthy of the name.

For Amtrak and its passengers, this is the need of the line, although the Santa Fe continues on another couple miles to National City. Conventional trains have to back about three miles north to the wye to turn around, a maneuver that the push-pulls were created to eliminate. If you want to see more of San Diego by rail, the renowned San Diego Trolley terminates on the east side of the station.

Photographing the *San Diegans* is a lot of fun, with the combination of traffic, scenery and surf—fortunately, it's easy to do. There are good roads the entire length of the line, and many of the seaside vistas are quite easy to find. There are also a number of timber trestles over inlets, many of which are right along the coast highway. With the trains authorized 90 m.p.h. between Sorrento and East Santa Ana, however, don't plan on doing any chasing. The trains run pretty well on time and can sneak up on you in a hurry at that speed.

Stations are a significant part of Santa Fe's Surf Line, and there are some nicely maintained ones to frame in a photo. Fullerton is a good spot, affording you both the *San Diegans* and all the main line freight traffic. The "classic" views of the track along the shore are between San Clemente and Del Mar, and San Clemente has a public pier that protrudes out over the water and makes an excellent place to shoot from the ocean back toward the shore, with the yuppy community stacked on the hills beyond the track.

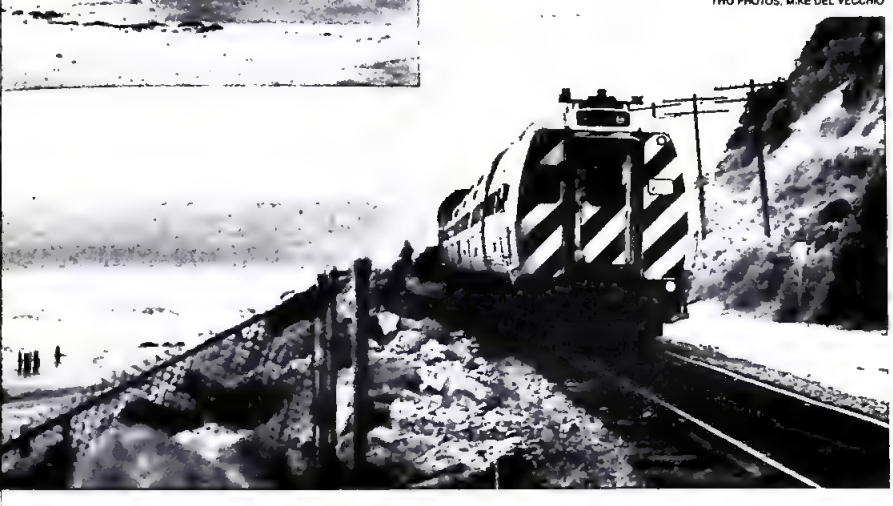
Take along plenty of film and a good map of the area (the Thomas Brothers maps may cost a few bucks but are superb). Don't worry if you miss a shot. With eight trains a day each way there will be another *San Diegan* along in just a little while.

Incidentally, be alert for Santa Fe freight activity. Although there is normally only one freight a day each way, it often shows up in daylight and has been observed at widely varying times. The train is usually heavy, and the power can be anything you'd find on Cajon.

way, CalTrans will pick up 35% of any operating deficit for the first year and 65% thereafter.

The route is the same that was used in 1982 for an ill-starred CalTrain commuter operation between Oxnard and LAUPT that utilized everything from an Amtrak P30CH on leased Chicago RTA bilevels to an SP Geep on borrowed San Francisco bilevels. The two trains each way a day from Oxnard began on October 18, 1982, and terminated in a political mess on March 11, 1983. The service, however, did provide Amtrak with some usable station platforms already in place.

TWO PHOTOS, MIKE DEL VECCHIO



Extension to Santa Barbara

Just as the *San Diegans* were wrapping up the celebration of their first 50 years as name trains, the announcement was made that the service is to be extended on May 15, 1988, up the Southern Pacific's Coast Line to Santa Barbara. At that time, one *San Diegan* each way a day will begin operating an additional 112 miles north of LAUPT on the route of the *Coast Starlight*. Both Amtrak and CalTrans had been campaigning for this service since 1986.

The last hurdle to be overcome in inaugurating the service was cleared on March 24, 1988, when the Santa Barbara Planning Commission approved Amtrak's request to build a 192-square-foot building to house the transformer which will supply stand-by power for the train during its overnight layover in Santa Barbara. The stand-by installation and preparation of the layover storage track was a part of the $9 million investment which the new service will require (push-pulls will be used, and this train was anticipated in the assignment of ten cab cars to L.A.). CalTrans and Amtrak will be splitting the start-up expenses, and once the service is under

Although the new schedule calls for the train to depart Santa Barbara in the morning and return in the evening, both Amtrak and CalTrans consider this a necessary and logical extension of the *San Diegans* rather than a new "commuter train." A reciprocal morning-north/evening-south schedule already exists with the *Coast Starlight* and *San Diegans* 586/573.

Intermediate stops for the new trains will be made at Oxnard, Simi Valley, Chatsworth, Van Nuys and Glendale, with Ventura to be added in the future. It remains to be seen if the train will end-for-end in the stub tracks of LAUPT or will wye as necessary to continue its journey with the same "front" as it departed with. The Santa Barbara-San Diego one-way fare is $28, while the L.A.-San Diego one-way fare is $21.50.

So the *San Diegans* celebrate 50 years as diesel-powered streamliners, with more trains than ever and a route extension that has been long overdue. It's pleasant to be able to report on a success story in the passenger business in 1988—even if the trains do look like lost *Metroliners* searching for Harrisburg-By-The-Sea.

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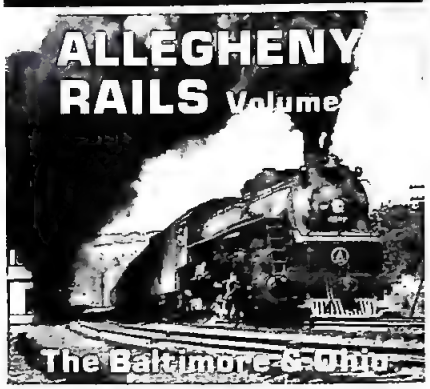

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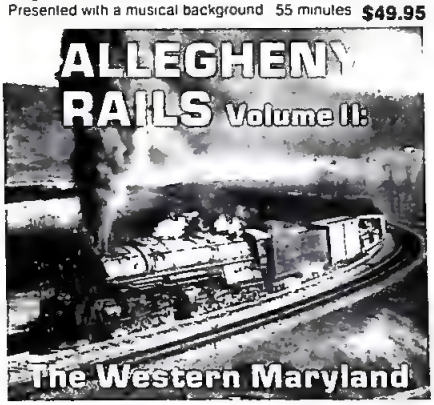

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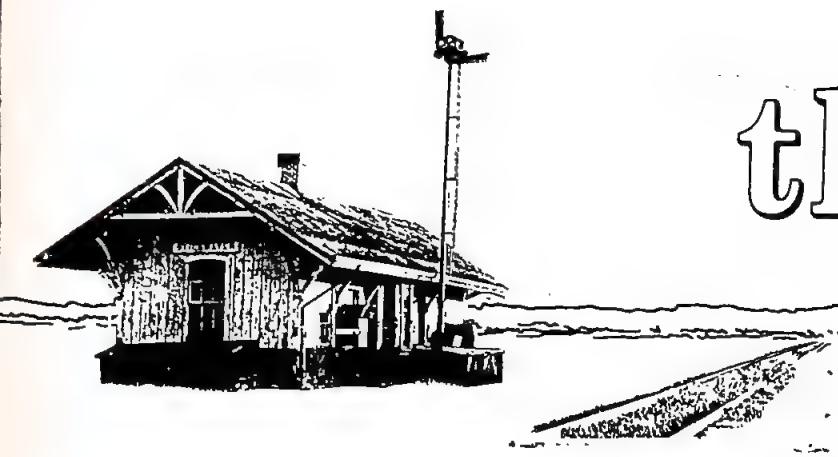

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The Silverton Mixed

SEPTEMBER 17, 1952

MIXED TRAIN 461 was laboring its way up the Animas Canyon above Elk Park (bottom right) on September 17, 1952. Upon arrival at Silverton, the boxcar and gondola of coal were spotted and the stock cars were eased up to the stock pens on the wye for loading. It was time to get the sheep down from the summer pastures in the high country before winter set in. As the sheep were being loaded (above), railfan Lad Arend posed as an "unofficial brakeman" for artist and photographer Phil Ronfor. The Denver & Rio Grande Western Silverton branch was a true working railroad at this time, essentially undiscovered by the tourists, and the "Sport Model" K28 was a study in perfection.

PHOTOGRAPHY: PHILIP A. RONFOR

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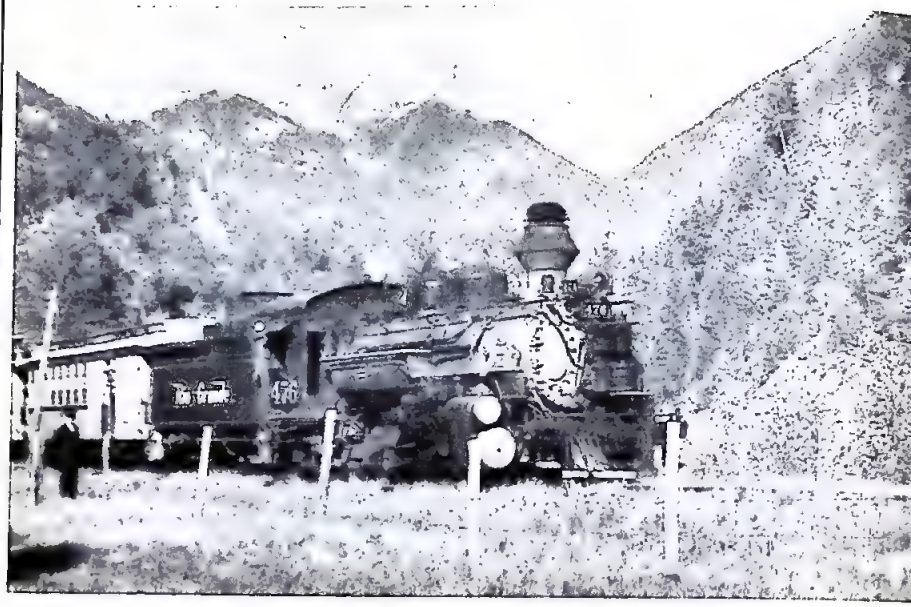

THE 1959 ILLINI Railroad Club "Journey to Yesterday" paused at Needleton for a photo runby with K28 476. In the background are (l to r) Pigeon Peak, Turret Peak and Mt. Eolus. The only discordant note in this scene is the phony diamond stack applied "for the tourists" by D&RGW. Mr. Bradshaw (below) removed the fakes immediately after buying the Silverton line in 1981.

Return to Silverton

In June 1959 I had just graduated from Dixon High School. I don't remember much about the graduation, because *the* event was only a week later: my first long cross-country train trip. I had managed to save up enough money to ride Maury Klebolt's first Illini Railroad Club "Journey to Yesterday" from Chicago to Silverton and back on June 7-13, 3061 miles with steam power most of the way.

The 16-car special had a dome observation and another dome three cars behind the tender. I remember spending the first night dozing in the front seat of that first dome as CB&Q O5b 4-8-4 5632 hammered across Iowa at 85 m.p.h., the smoke laying back overhead in the moonlight and the Mars light sweeping the passing grain elevators as the whistle cleared our path.

The next day we got sister O5 5626 at Lincoln, and I got my first main line cab ride from Hastings to McCook, Nebraska. From Denver, Rio Grande F-units took our dome-liner south through Pueblo and then over La Veta Pass into Alamosa, where we had an across-the-platform change to a special eleven-car narrow gauge passenger train behind K28 Mikado 476. That fake diamond stack bugged the hell out of me at first sight.

The weather was beautiful, however, and the ride down the three-rail to Antonito and then through Toltec Gorge and over Cumbres Pass to Chama and Durango was nothing short of superb. We met a couple of freights out on the line, and there were working Mikes to be seen at Chama and Durango. The shambles that hungry trainload made of the fancy dinner at the Strater Hotel that

MIKE BURKE

night in Durango was something to behold, as well.

The morning gave us time to see the working engine terminal at Durango before the 476 hauled us off toward Silverton. Our trip was pretty much typical of a Silverton run, except that we had a movie run in each direction in the canyon. That fake stack continued to bug me, though, and I wished that we could get a "real" engine.

My wish came true the next morning, when we stormed east out of Durango bound for Chama behind K36 487, wearing one of those grand snowplow pilots. The similarly-equipped K37 498 was tacked on at Chama as our helper over Cumbres Pass. We had two movie runs with the doubleheader, one just above Lobato Trestle and the other in the loop below Windy Point. The 498 cut off at Cumbres but "shadowed" us on down into Antonito. It was dark when we left the narrow gauge for our domeliner again at Alamosa.

On our "free day" in Denver, I kicked in with a half-dozen others and rented a very crowded car to drive to Cheyenne. There we found a whole fleet of UP Big Boys dead but ready for service in the roundhouse and all sorts of power from 4-8-4s to Challengers and 2-10-2s outside. The last major railroad steam engine I was ever to see in regular service was Colorado & Southern 2-8-2 803, which eased out of the roundhouse and onto the ready track at Cheyenne, called for the afternoon local to Longmont. We had to be back in Denver before it left, however.

That evening we departed Denver behind CB&Q 4-8-4 5626, which bent an eccentric rod at over 70 m.p.h. at Wray, Colorado, and we were forwarded to Lincoln behind a borrowed pair of C&S E5 diesels. Northern 5632 took us the final lap home to Illinois.

I have not been on a trip that equaled that one since.

Strangely, I had no desire to return to the narrow gauge. I had "done it" and was ready to go on to other things. By the time the interest began to rekindle, the Rio Grande was nearing abandonment, and the trip was too expensive and unpredictable to be worthwhile.

When all that remained was the Silverton, the prospect of just one or two trains and K28s with those awful stacks left me completely cold. The Cumbres & Toltec Scenic Railroad sounded like a much better bet, but I never quite worked it into my travel plans.

Until 1987. Two hometown friends, brothers Randy and Kevin Imfeld, were tired of subcontracting condo construction in Florida and decided to "blow their bankroll" with a lazy summer in a rented house just north of Durango. This was an opportunity not to be missed. Especially since Marc Balkin of Mark I Video was in Colorado with his van to tape the spring run of UP's 4-6-6-4 3985. I teamed up with Marc, and following the UP trip on May 24, we headed for Durango with four days to spend on Mr. Bradshaw's "new" Silverton. You can see the results of that trip beginning on page 32, and don't miss "Railfanning the Silverton: The Movie" from Mark I Video.

We had a fabulous time, with lots of trains to see, even though it was early in the season with only two daily trains running. I was very impressed that the train ride to Silverton was exactly as I had remembered it from 1959—nearly 30 years later, and there were only good impressions. After seeing a lot of railroading in those years, the Silverton ride

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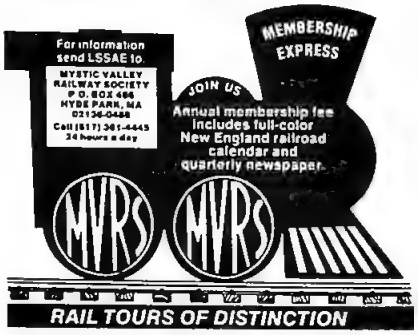

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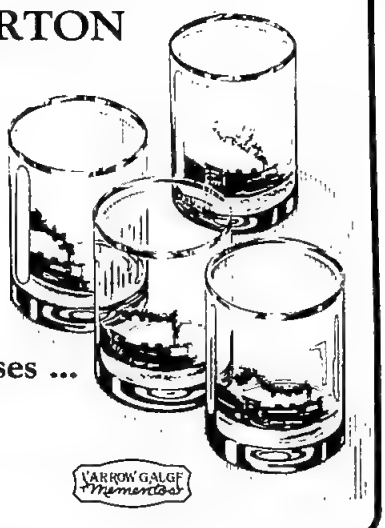

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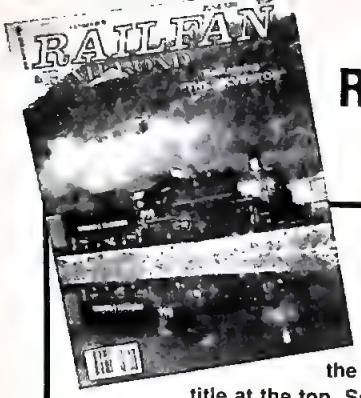

R&R's "COVER ONE" Photo Contest

Get your photo on the front cover of the November 1988 RAILFAN & RAILROAD by entering our "Cover One" contest. Choose your favorite color slide or photo of any rail subject that fits the vertical format of our cover, leaving room for the title at the top. See page 61 of the April 1988 issue for full details. Slides or glossy color prints are suitable. The contest closes June 6, 1988, so act now. The First Place winner will be on the front cover of the November 1988 R&R, and a selection of runners-up will be published in that issue and displayed at the 1988 National Railway Historical Society Convention in New Jersey. There will also be cash prizes: $200 for First, $100 for Second and $50 each for the top four runners-up. Judges will be the R&R staff, and their decision will be final.

Remember, all entries must be in by June 6, 1988.

Send to: RAILFAN & RAILROAD Cover Contest
P.O. Box 700, Newton, NJ 07860

All entries, including winners, will be returned after winners are published.

was even more interesting and impressive than it had been when I was a kid just out of high school.

And Mr. Bradshaw had banished those damned fake stacks. That, more than anything else, got me back to Durango. When there were only K28s with fake stacks, I had no desire to return and had no trouble staying away for 28 years!

My only disappointment with our four days in May was that not one of the K28s ventured out of the roundhouse while we were there, even though the snowplow-equipped 473 was hot the whole time. The vintage Phil Ronfor photo spread on pages 58-59 is my way of apologizing to the K28s that I had scorned for so many years. If they had looked like that in the 1960s and 1970s, I probably wouldn't have stayed away for so long. The way the K28s look today, I can't wait to get back.

So many Mikes

After visiting the Durango & Silverton in May and then hitting the Cumbres & Toltec in September after the UP gray 8444 trip, I had managed to tag most of the narrow gauge that I had not seen since 1959. Something that struck me as extremely fascinating is the sheer number of the ex-D&RGW narrow gauge Mikes that survive and can be seen.

Of course, all three of the K28s are on the D&SNG, with the 473 and 476 serviceable while the 478 plays "hangar queen." These are the only K28s that remained of the original ten after the rest were drafted during World War II for service on the White Pass & Yukon and then ultimately scrapped.

Of the ten K36s, 480 and 481 are on the D&SNG, while the 482, 483, 484, 487, 488 and 489 are on the C&TS (with 484, 487 and 489 in service). The 485 had been scrapped by the D&RGW in 1955, and the 486 is on display at the Royal Gorge.

Of the ten big K37s, the D&SNG has the only one in service, the 497, with the 493, 498 and 499 in storage. The C&TS has the 492, 494 and 495, though none are presently serviceable. The 490 had been scrapped in the early 1960s and the 496 in 1955. The only straggler is the 491. Along with the 499 the last engine to remain in Alamosa, the 491 was trucked to the Colorado Railroad Museum in Golden in June 1985. Of the 23 modern Mikes left after World War II, 20 remain and eight are in regular service!

Krause's dream

Veteran rail photographer John Krause was around Colorado when the narrow gauge was "real." He saw doubleheaders on Cum-

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SOUTH CARVER, EDAVILLE Railroad Railfan Weekend and Collector's Flea Market, June 18 and 19, 1988. Edaville, Rte. 58, 10 A.M. to 5:30 P.M. Adults $8.50, children $5.50, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 788

BOOKS & PUBLICATIONS

BACK ISSUES - Railroad magazines, Trains, Model Railroader, Railroad Model Craftsman, others. SSAE for list. Alker, 1054 Mayflower Ct., Martinsville, NJ 08836. TF

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A SIGN OF THE TIMES? On Silverton's main street about a block away from the "End of Track" at 12th and Blair is this standard highway sign. An F-unit in Silverton? Well, they got a K37 in there; who knows what may show up next?

bres and Mudhens on the Rio Grande Southern as well as pre-tourist K28s on the Silverton Mixed. He also became fascinated by the "other" major narrow gauge system, Pennsylvania's East Broad Top. You will see his photos of both the EBT and the Colorado roads in just about every book on those two subjects that sees print these days (he is presently working on a Silverton black & white book and a Rio Grande Southern color book for Andover Junction Publications).

Recently, at one of our frequent Saturday morning encounters over bacon 'n eggs at Carmella's Diner in Andover, John bared his soul. "Y'know, J.B., what I'm gonna do when I hit the lottery jackpot? I'm gonna buy me an East Broad Top Mike and take it to Colorado. I always wanted to see an EBT Mike on Cumbres."

You're not the only one, John.

next month in RAILFAN & RAILROAD

● MILEPOST 465: That's on the C&O at St. Albans, West Virginia, and Jay Potter shows us how CSX has changed the image in recent years.

JULY 1988 ISSUE ON SALE JUNE 1

Vancouver night session

In conjunction with the special weekend of doubleheading Royal Hudson 2860 and CNR "Bullet-Nosed Betty" 4-8-2 6060, the R&R staff will be conducting a night photo session with the two locomotives at North Vancouver on Friday, May 20, 1988. The session is open to anyone, and the price of admission is a donation to the joint fund set up by the Rocky Mountain Rail Society and Royal Hudson Steam Train Society for the care and feeding of 6060 and 2860. Bring a tripod, ASA 64-200 daylight film and a cable release. The session will be held at the Royal Hudson steam shop adjacent to the British Columbia Railway passenger station at the foot of Pemberton Street, beginning before dark, about 8:30 p.m.

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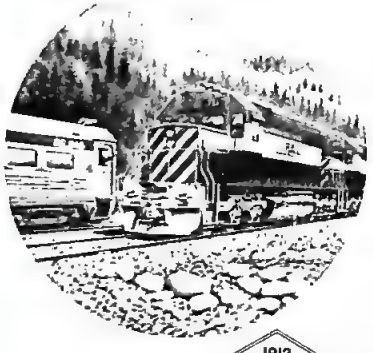

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"Chapter 11 Choo-Choo"

I was flying home from giving a banquet program at the Kentucky Railway Museum in Louisville a couple of weeks ago and happened to be seated next to a fellow who said he was bound for Scranton, Pennsylvania. It wasn't long before the topic of Steamtown came up, and although this guy could care less about trains, he asked if I'd heard the song about the "Chapter 11 Choo-Choo" that has been playing on the Daniels & Webster morning radio show on WEZX "Rock-107" in Scranton. There was little doubt about the subject of the song.

Just for the record, after the late Don Ball brought the Steamtown collection down from Vermont to Scranton in 1984, some powerful political forces were at work. Politics got Ball thrown out as director, and a succession of unbelievably inept administrators succeeded in perverting his vision of an authentic working steam railroad museum. With Lackawanna colors abounding on a railroad for which Conrail has yet to receive its first "installment" payment, the Steamtown folks were bound for the Poconos and glory (with a diesel behind the steam engine doing most of the work).

Just before the balloon burst, Congressman Joe McDade zipped a bill through Capitol Hill that brought the National Park Service in to protect the collection and defend the museum site from a shopping mall developer. That saved the museum, as overexpansion and checks written on empty promises brought the Steamtown tourist train operation into bankruptcy. There will be no trains operated in 1988, while the National Park Service decides what to do with the collection and museum site (which is well funded and will quite likely become a reality, though possibly without a main line train ride).

It is not surprising, then, that the folks in Scranton took relief from the gloom of the shattered dream in a morning drive-time ditty sung to the tune of "Chattanooga Choo-Choo." The following lyrics by the Scrantones (performed by Jonesy & Roger) are reprinted here by permission of radio station WEZX, Rock-107.

At the movies

There are some recent movies out that are notable for their railroad content. "The House of Carroll Street" is the 1950s spy thriller that was filmed in Grand Central Terminal in New York. It stars Kelly McGillis and Jeff Daniels and utilizes the NYC electric

"Chapter 11 Choo-Choo"

(Sung to the tune of "Chattanooga Choo-Choo")

**Pardon me boys . . . Is that the Chapter 11 Choo-Choo?
Two million in debt . . . It may come back, but don't bet.
Who can afford . . . To board the Chapter 11 Choo-Choo?
Oh, you pay twenty bucks . . . Get bounced around like a truck . . .**

(CHORUS)

*You leave the Lackawanna Station 'round a quarter to four . . .
Go through DeNaples' junkyard, then you don't see no more . . .
Diesel power's finer . . . This ain't no Metroliner.
Woo-Woo Chapter Eleven here you are!*

**I'm gonna meet . . . a certain party at the courthouse . . .
Bankruptcy judge . . . Hope he don't hold a grudge . . .
We had it made . . . 'Til we couldn't pay our phone bill . . .
Oh woe, what a mess . . . She's all yours NPS.**

(SECOND CHORUS)

*When the engineer is drinkin' at the Phoebe Snow Bar . . .
Then you know that bankruptcy is not very far . . .
They brought it down from up north . . .
Thought the money'd come forth . . .
But Woo-Woo Chapter Eleven here you are!*

(Repeat FIRST CHORUS)

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locomotives and ersatz-*20th Century* consist shown in color in our January 1987 issue. Unfortunately, it looks like it is a bust at the boxoffice and was yanked out of the New Jersey area after showing only two weeks at just a handful of theaters. We missed it and can't give any kind of a review. Looks like we'll have to wait for the video on this one (a similar fate befell "Matewan," using NKP 2-8-4 765, but we caught that one and found it fascinating and so well done that it, too, bombed at the boxoffice).

A movie that has been getting great reviews but that has not yet screened in our area is "End of the Line," about the folks in a railroad town who protest a merger and closing of the local facility. We'll report more once we've seen it.

A film that caught us by surprise by its rail content was "Little Nikita," a modern-day spy story starring Sidney Portier and River Phoenix. It was filmed in San Diego, and some substantial action takes place on and in pursuit of the San Diego Trolley. I've seen chases like that for steam engines, but never after a trolley!

And then there's "Biloxi Blues." We covered the filming of this one in our October '87 issue, and the movie delivers the action pretty well. This Neil Simon screenplay about a nice Jewish boy from New York who is sent off to Mississippi on a troop train during World War II was filmed with the New Georgia Railroad's S&A 4-6-2 750 on the Arkansas & Missouri Railroad. It is a fine movie, and the 750 and a long string of ex-DL&W m.u. cars make a believable—and surprisingly impressive—troop train. The auxiliary tender is the only really discordant

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KODACHROME MIKE DEL VECCHIO

A NEW CAB CAR pauses in front of the magnificent San Diego depot on March 14, 1988. The cab cars are converted *Metroliner* m.u. cars from the Northeast Corridor.

EKTACHROME BRUCE W. GARRISON

note, but the train gets some very good screen time at the beginning and end of the film. It should be a boxoffice success.

Strange images

The task of selecting the color to be used in an issue can be a very challenging experience. We have to balance feature material against news items and simply interesting photos. While the page at right expands on our D&SNG feature, this page falls into the last category. Who could resist a photo of a bright red GE demonstrator tied to a pair of EMD GP59s, owned by Norfolk Southern but still in demonstrator colors? And just about the time you thought you'd seen the last of Bicentennial paint-pot mania, comes that dazzler from Australia. Incidentally, I think the Bicentennial spirit was refreshing and showed American railroads at their community-minded best. It's nice to see our Down Under cousins celebrating the same way (I wonder why they sound more like the Brits than we do; we've both had two centuries to mess up that accent).

But why the push-pull in San Diego? Check out the similar scene from 1975 on page 51. That's the photo angle Mike Del Vecchio was trying to get, but the former-Penn Central *Metroliner* cab car didn't pull up far enough, and the new parking lots and fences crowded the shot. To get the photo he needed a 28mm wide angle lens. Is it surprising that with such equipment (both railroad and camera) the photo should suffer from "keystone" distortion?

AN UNLIKELY SET of power was on Norfolk Southern's "Special 8" manifest departing Dillard Yard in Macon, Georgia, in February 1988. The red 808 is a GE B39-8 demonstrator, and the two blue and white GP59s are ex-EMD demonstrators now owned by NS. The fifth unit is an NS GP30.

BICENTENNIAL FEVER has struck Australia, as evidenced by New South Wales 8120, a Clyde-built GM JT26-CSS road diesel. Some electrics are similarly decorated. It seems strange to see a "Bicentennial" in something other than pure red, white and blue. G'job, mates!

KODACHROME COLIN GRAY KEN ARDINGER COLLECTION

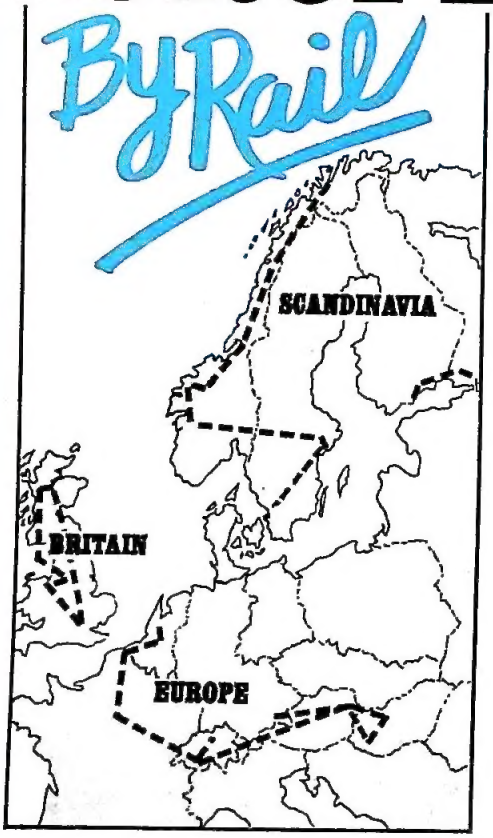
KODACHROME PROTOTYPE PIX, LAWRENCE V SMITH

ALL FIVE of the Durango & Silverton's serviceable 2-8-2s were lined up for professional photographer Larry Smith on June 22, 1986. Poking out of the Durango roundhouse were (l to r) K28 473, K37 497, K36s 480 and 481 and K28 478. Visitors are not normally permitted into the enginehouse area after dark. Compare the 478 in the night shot with its D&RGW "tourist service" appearance with the fake stack (below) on June 10, 1977; the train was southbound in the canyon a few miles below Silverton. The 476 (right) had the four EBT hoppers on a northbound work train at the 550 bridge in October 1987.

KODACHROME: CHRIS D'AMATO

EKTACHROME: KEVIN IMFELD

EUROPE By Rail



Explore Europe on tours created specially for people who love trains. ride on fast modern trains; then aboard vintage trains, travel back into history more than a century to the great days of steam. Feel your hands upon the throttle and the mighty steam locomotive under your feet on one of our unique "footplate rides". Our tours are filled with unusual experiences that most people only dream about.

TWO WEEK TOUR PACKAGES, 1988

BEST OF BRITAIN (June 20, Sept. 5) Cross the gentle and captivating Yorkshire Moors on a 100 year old passenger car. Ferry to the Isle of Skye in Scotland. Enjoy the legendary steam railway of the enchanting Isle of Man. Travel to London, York, Edinburg, Inverness, Isle of Sky, Isle of Man, and Wales. Experience 7 steam railways $2485

ALPINE EUROPE (June 6, July 11, Aug. 22) Find yourself aboard the famous Glacier Express, the spectacular Bernina Express and magnificent vintage steam trains. Creep along the very edge of mountains on a narrow gauge railway or climb high above the clouds on a steam cog. Survey Switzerland's breathtaking scenery from the top of the Jungfrau. Enjoy a delightful "hands on" experience with Hungarian youth. Sample fine Swiss treats aboard the "Chocolate Supertrain". Travel to Salzburg, Vienna, Hungary, St. Moritz, Zermatt, and Interlaken $2585

RAIL ADVENTURE SCANDINAVIA (June 27) Scandinavia is a spectacular land of clear fjord waters, dense forests, rugged mountains, serene lakes, romantic seaside ports, quaint villages, sophisticated cities, gourmet foods and dramatic history filled with adventure. Explore fascinating and remote areas of this Viking land accessible only by rail. Enjoy the comfort and leisure of a First Class train as you edge along the sides of steep mountains, speed through magnificent gorges, and pass thundering glacial falls. Travel from Scandinavia's craggy coast, across the Arctic Circle to the Land of the Midnight Sun. See Copenhagen, Stockholm, Narvik, Tromso, Bodo, Trondheim, Bergen and Oslo. This tour features a fjord cruise and the famous Flam Railway $2995

AUSTRO-HUNGARIAN EMPIRE (Sept. 19) Step back in history to the gracious days of the old Austro-Hungarian Empire. Enjoy the passing scenic beauty of Hungary and Austria aboard the vintage steam trains and trams of this nostalgic era. Ride aboard the personal train of the President of Hungary. Delight as the irresistable youth of Hungary give us a "hands on" experience aboard their own railway. Journey from Old Budapest to Siofok, Sopron, and the romantic cities of Vienna and Salzburg $2785

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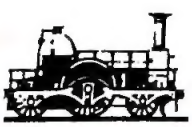

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